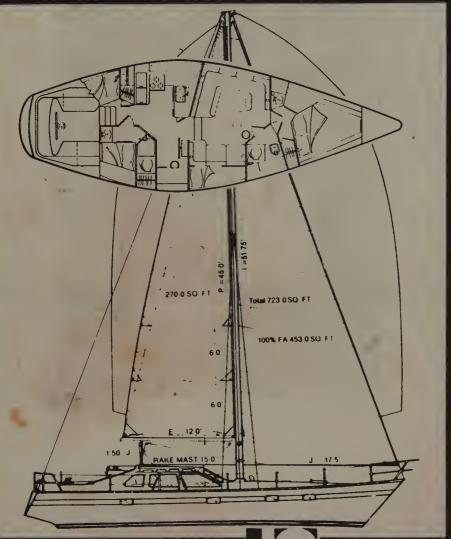




THE US 42

Performance, Comfort,

and Style



This offshore cruiser

is the most luxurious US Yacht.

Designed by Stan Huntingford, she's something special, offering what so many yachts of this type don't — a sleek, contoured pilothouse that doesn't appear as an afterthought.

Balanced and responsive, the US42 is an adept performer on all points of sail.

This US42's appeal is also measured by her luxurious accomodations. With two steering stations, two private staterooms, fully equipped galley, two enclosed heads with all conveniences, and a wealth of standard "options", she's unequaled for comfortable twofamily cruising or charter use.

Boat Show Special Only \$103,900

See ____ at the San Francisco Bay In-The-Water Boat Show April 16th-25th

SAILBOAT RENTALS

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★ A person may purchase his own yacht and include it in our charter program to produce income and at the same time take advantage of certain tax considerations.



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Sweet Okole was the Overall Winner of the 1981 TransPacific Yacht Race from Los Angeles to Honolulu. TransPac is the grand daddy of the long distance ocean races, and the competition is fierce. Any TransPac win is impressive.

Sweet Okole was carefully prepared; she always goes to sea well-equipped and ready for what the sea has to offer.

Sweet Okole's sails are bought from Richards and van Heeckeren. Dean Treadway, her owner, is meticulous, knows what he wants, and weighs his options carefully. From his sails he demands superior speed and from his sailmaker he demands superior service, and Dean gets both.

Since 1973, the year in which Kame Richards and Jake van Heeckeren opened their sail loft, there have been five TransPacs and three times the overall winner was equipped with sails from their loft. That is an enviable record, and Richards and van Heeckeren and the staff is justifiably proud that these winners decided to equip their yachts with "Pineapple" sails.

Sweet Okole's final sail purchase for this year's TransPac was a new jib top and a pair of spinnakers. Dean wanted our latest design concepts embodied in the primary sails which would be responsible for most of the boat speed during the race. As a result he had that little extra which only a dedicated custom loft is willing to provide.

We thank Dean Treadway for taking us along for our third TransPac win.



Sweet Okole ★ Winning the 1981 TransPac

If you too would like some Exquisite Custom Sails, the ones with the unequaled performance and that intangible little extra, then come by the loft or give us a call. We'll be pleased to provide you with sails which embody the same quality and expertise which won the 1981 TransPac.

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Cooperation and responsiveness are not the products of chance. They begin with the yachts design objective. At NORSEMAN, the goal is to build a yacht that is fun to sail. Thus the 447, a yacht that's cooperative and responsive, that's well-balanced, that's predictable and precise.







and you dan erop and an	\$19,900
SAIL	
21' Northwest, 1978	\$15.000
22 Santana, 1966	6,750
23' Maya, 1957	6,500
24 Nightengale, 1978	16,950
25' Seidelmann, 1978	18,950
25 Ericson, 1980	30 500
25 CAL, 1969	11,950
25' Bahama 1977	10,500
2:25 CAL, 1978	23,500
2-25 CAL, 1978	24,000
26 Ranger, 1973	14,500
26 Angleman, 1962	35.000
i de l'inigionitani	









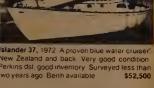
















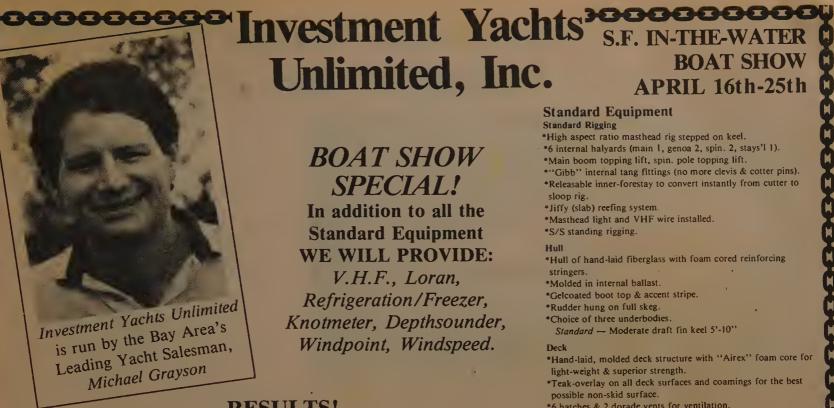
39	CAL, 1980	97,500
40	Freedom, 1980	150,000
40	C&C, 1979	139,500
40'	C&C, 1979	128,000
40"	Anacada 40, 1965	65,000
41	Kings Legend SK, 1981	96,000
41	Morgan, 1978	99,995
41	Morgan, 1978	105,000
42	Hanna Design Ketch, 1964	59,000
43	Mason, 1979	165,000
50	Force Fifty, 1973	125,000
PO	wer"	
20	Stephens, 1947	\$24,500

Columbia, 1970	_	13.250	30' Baba, 1980	70,000	34 Peterson, 1978	65.00
Ranger, 1973		15,750	30' Yankee, 1972	31,950	3-34 CAL, 1977	56.50
Ranger, 1969	1	14,750	30' Islander MKII, 1971	29.500	3-34 CAL, 1977	53,95
Ranger, 1972		14,250	31 Sail Columbia 9 6, 1976	38,900	35' Full, 1975	75,00
7 CAL, 1975		27,500	31 CAL, 1979	59,950	35 Magettan, 1965	49,50
CAL, 1973		17,500	32 Ericson, 1970	39,500	36° Muli, 1973	55,00
Columbia, 1970		19,900	32 Pearson Vanguard, 1966	35,000	36 CAL, 1966	44.00
Columbia 8 7, 1978		49,950	33 Ranger, 1978	59,500	36' CAL diesel, 1969	43,90
9 CAL, 1976		33,250	33 Tartan, 1979	32,000	37 Santana, 1970	69.00
Olsen, 1980		37,500	33 Morgan, 1974	52,000	38 Downeast, 1976	80.00
Ballad, 1978		30,950	34 Peterson 3/4, 1976	49,500	38 C&C, 1977	74,90
S-2 1978		55.000	34 Coronado, 1969	35,950	39 CAL, 1971	77.00



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- *4 deck prisms to improve below-deck lighting.
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- *Aft lazarette hatches (2).

- *S/S bow & stern pulpits.

- *Double lifelines with gates.
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 *Full length "Merriman" anodized aluminum toe rail.
- *"Shaefer" mooring & deck cleats.
 *6 opening hatches by "Goiot".
- *"Nicro Fico" triple lead blades to lead halyards aft (2).
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- *"Nicro Fico" main sheet traveler system.
- *"Merriman" genoa track & cars.
- *"Wilcox Crittenden" mooring cleats (4).
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- *More than 30 lockers & drawers.
- *Teak and Holly cabin sole.

- "'Pathfinder" 50 B.H.P. 4 cyl. marine diesel engine with fresh water cooling, flexible mounts, "Hurth" Vee drive in heavily insulated compartment.
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- *"Martec" folding propeller.
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- *Shore power system with circuit breaker panel.



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Investment Yachts Persons 2

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WEST WIGHT POTTER — 15, 19

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SEE OUR BROKERAGE AD OPPOSITE THE TABLE OF CONTENTS

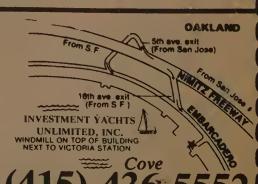
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COVER PHOTO: LATITUDE 38

South Tower Buoy gurgles in the first ebb of Spring

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Sail

	San		
14'	West Wight Potter w/trlr	'81	\$ 4,000
22'	Santana	'67	7,200
23'	O'Day, w/trailer	'79	15,500
24'	Bristol, w/dsl	'78	16,000
25'	Gaff sloop, w/new dsl	'62	35,000
`25'	Columbia 7.6	'78	15,900
25'	Pacific Seacraft MKII	'76	22,500
25'	Bucaneer 250	'79	15,500
26'	Pearson Ariel	'62	12,500
26'	Pearson O.D	'78	18,500
28'	Lancer	'77	18,500
28'	Newport	'77	32,000
28'	Ericson 28 +	'81	51,000
29'	Ranger	'71	29,000
30'	Custom Kiwi ½ ton	'78	45,000
30'	Newport MKII	'80	39,500
30'	Coronado	'73	26,500
31'	Pearson 31	'79	49,950
32'	Islander	'66	37,950
35'	Coronado w/diesel	'74	44,900
35'	Ericson	'74	44,900
36'	Herreschoff ketch	'57	49,500
36'	Lancer, loaded	'79	79,900
41'	DownEaster Pilothouse	'80	97,000
43'	Endeavour, loaded	'80	167,000
45'	Columbia, loaded	'75	105,000
45'	Bristol 45.5, loaded	'81	287,292
47'	Gulfstar Sailmaster	'80	239,900
48'	S&S A'luminum sloop	'74、	198,500
50'	Brigantine	'73	295,000
54'	Dutch Pilothouse	'69	315,000
	Commercial Fishing Gaff		
	schooner	'81	175,000
70'	"Drifter"	'77	240,000
105'	Bermuda ketch	'74	1,400,000
	POWER		
	Sabrecraft	'71	14,500
	Formuda Thunderbird	'79	45,000
	Grand Banks Laguna	'74	55,000
	Scaráb	'79	89,500
	Cust. Sportfisher	'67	89,500
	Chris, Aquahome	'69	65,000
	Chris Roamer	'67	160,000
	Custom Trawler	'80	199,500
	Chris Connie	'54	85,000
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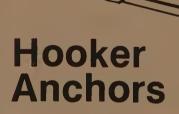
Trophy Catamaran Gloves Model #T-600.

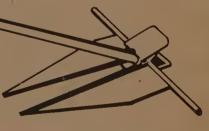
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.. Watching time Slip Away

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"Yeah, mate, and they can help me sell my old boat while I'm waiting for my new 42. Let's get going and get sailing, 'cause time is slipping away."

"Cabo San Lucas, here we come . . ."

View the Passport 40 & 42 at the San Francisco In-The-Water Boat Show



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Cal 20, 1968, O.B. \$5,500 Wilderness 21, 1979, loaded \$12,000 Santana 22, 1969, \$7,200 Moore 24, 1979, diesel, \$24,950 Shock 25, 1963, \$7,000 Cal 2-27, 1976, diesel, \$26,500 Santa Cruz 27, 1979 \$22,500 Trintella 29, 1969, beautiful, \$33,500 Olson 30, 1979, loaded, \$38,900 Cal 30, 1965, excellent, \$23,500 Ranger 30, 1978, inbd., \$44,500 Columbia Sabre 32, 1966, \$10,500 Rhodes 32, 1938, \$29,000 Erickson 35, 1971, inbd., \$46,600 Bounty 44, 1979, diesel, \$145,000

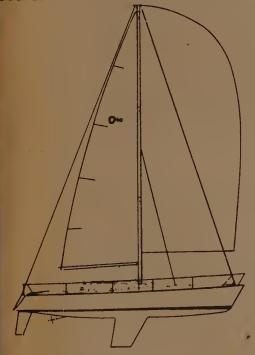
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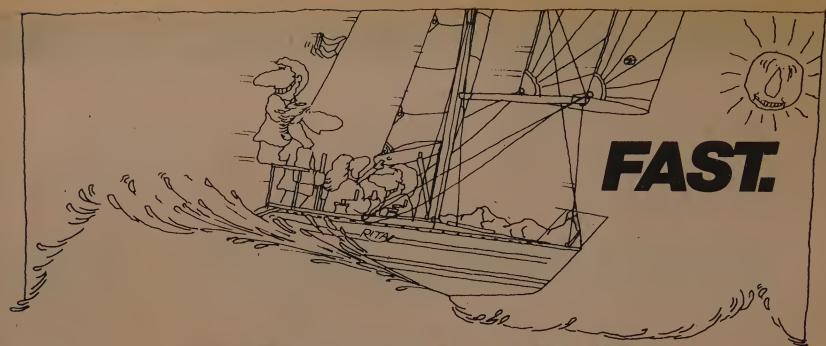
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CALENDAR

April 3-11 — Windsurfer's annual "Easter in Mexico" trip. Holy wave jumpers! 595-2285.

April 4 — Singlehanded Sailing Society free lecture at the Oakland YC. A surprise evening. Chuck, 332-0202.

April 10 - IYC women's invitational on the Berkeley Circle. Women's day in the sun. Marcine Osborne, 278-()495.

April 10 – Doublehanded Farallones race, sponsored by Bay Area Multihull Association (BAMA). For boats over 2() ft. LOA. PHRF and multihulls. Starts at the St. Francis YC. Sam Weeks, 547-2037 home or 482-24(0) work.

April 10 – Guadalupe singlehanded race. 600 miles from Marina del Rey to Guadalupe and back. Doug McNaughton will be aboard an Express 27, but no hurricanes are forecast. David Lay, 213-649-2788.

April 10 – Alameda spring race, Encinal YC. Bill Wahl, 415-522-3272 or 415-792-6454.

April 11 – Wylie Wabbit Easter wegatta, sponsored by Ballena Bay YC. Easter bunnies hop, hop, hopping along. Chris, 524-9655.

April 13 – Coast Guard Auxiliary sailing course at Richmond's Pt. San Pablo YC. 7:30 pm. Bill Kimley, 237-3251.

April 16-25 — S.F. In-The-Water boat show at Alameda's Mariner Square. Bruce Farr, Gary Mull, Doug McNaughton, scores of new boats -- what more could you want? Karen Thompson, 523-0940.

April 17 – Colin Archer race for boats pointed at both ends. Bill Wahl, 408-732-3260 ext. 631.

April 17 — Half Moon Bay race for the Association of Singlehanders (ASH). Everyone is invited. No fees, no ratings, no requirements. Hans, 707-795-5290.

April 20 – The first of three one day "Creativity in the Galley" workshops, led by expert nautical chef Lynne Orloff-Jones. Menu planning for short cruises, latest info on canned and packaged foods, non-electrical appliances, cooking demonstrations. Workshops will be held in Alameda. \$15.00. Come hungry! (707) 557-0578.

April 22 – SSS lecture and trophy presentation for the Singlehanded Farallones race. Oakland YC. Free. 332-0202.

April 23 – Voyager Marine free seminar on rigging and spars. 1296 State St., Alviso, Ca. 95()()2, 4()8-263-7633.

April 24-25 — Newport to Ensenada race. Sailing's answer to Mardi Gras and New Year's Eve.

April 24 - Doublehanded Lightship race, sponsored by the Pacific Gateway Institute. Race to the lightbucket and help support handicapped sailors. 332-7388 or 895-8509 mornings.

April 24 – Cal Sailing Club Angel Island race/cruise. Any boat over 14 feet and no entry fee. Race from Berkeley to Angel Island, picnic of the beach, spend the night and be ready for Opening Day. 845-3484.

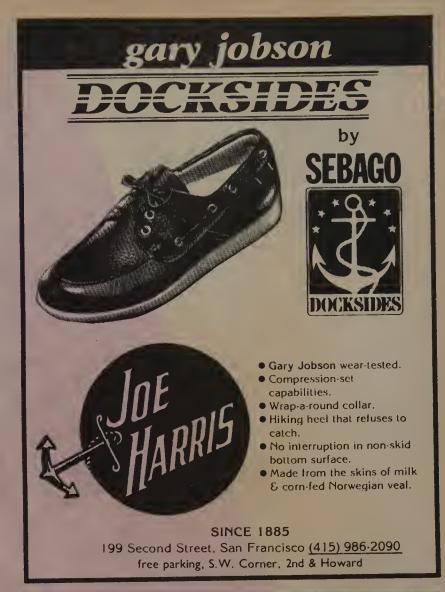
April 25 - Opening Day. Watch out for drunk drivers.

April 26-May 1 – Antigua Race Week. Same as Opening Day, but more naked ladies.

April 30 — Chuck Tobias, "Mr. Pusser's Rum", will speak at Fort Mason, Bldg. C, Room 100 at 2000 hours. Teetotalers need not attend. 441-5970 or 524-9655.

April 30 — Deadline for entry in the Master Mariners Race. Applications are available from Suzanne Abbott, 1524 California St., S.F., Ca. 94109.

May 3 - S.F. Chapter of the Oceanic Society presents "Sailing the High Seas - An 18 Month Voyage", with Gail and Stan Starkey. Hear about their travels south to Mexico, the Panama Canal, Haiti,







CALENDAR

Trinidad, Venezuela, the Yucatan and many more ports of call. \$1.00 admission. Starts at 7:30 pm in Room 300, Building C, Fort Mason. 441-5971 or 524-9655.

May 6 — Commodore Tompkins and Gary Mull discuss boat designs for singlehanding and sailing tips. Sponsored by SSS, at the Oakland YC. Free. Chuck, 332-0202.

May 7 – First Friday Flicks at Berkeley YC. Call for titles. 521-1176 or 477-5571.

May 7 - S.F. to Monterey MORA "Special Event". Starts at 1800. Call Cesare at 408-773-3543 or 415-843-2843 eves.

May 8 - Ballena Bay YC spring series race. 835-8737 or 523-0612.

May 13 - Lynne Orloff-Jones' "Creativity in the Galley" workshop. 707-557-0578.

May 13 — Singlehander's Linda Webber-Rettie and Doug McNaughton, together, for an evening of talk and slide shows. At the Fort Mason Auditorium from 7:30 to 10:00 pm. \$4.00 door charge. Sponsored by SSS. Chuck, 332-0202.

May 22 - Ballena Bay YC spring series race. 835-8737 or 523-0612.

May 26-29 — Swan Pacific Cup. Long Beach, Ca. 714-631-4836. For Swans of all sizes.

May 30 — Master Mariners Race. The oldies but goodies unfurl their canvas for a dash around the Bay.

June 7 — "Bay Area Weather — Why it's so special." A presentation by science author Harrold Gilliam, with insights on the quirks of the local climate. Room 300, Building C at Fort Mason. 441-5971 or 524-9655.

June 9-12 - Long Beach Race Week.

June 19 - SSS singlehanded race to Hanalei Bay, Kauai. Solo sailors do it alone. 332-0202.

July 4 — Ballena Bay YC's crewed Transpac to Nawiliwili, Kauai. See the world famous Nawiliwili Yacht Club. 939-6776.

July 31-August 7 — Olympic Classes regatta, Long Beach. Warming up for 1984.

August 1 – Doublehanded race from Hanalei Bay to Bora Bora. Douglas Fryer, 206-284-6360.

August 7-22 - Pan Am Clipper Cup, hosted by the Waikiki YC.

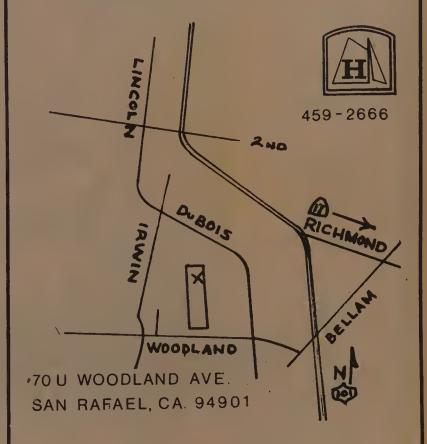
Twilight Racing Series — Sausalito Cruising Club (569-0867 or 332-9349): 5/21, 6/11, 6/25, 7/9, 7/23, 8/13. Corinthian YC (435-4771): 5/7, 5/14, 5/21, 6/4, 6/11, 6/18, 6/25, 7/9, 7/23, 7/30, 8/6, 8/13, 8/20, 8/27. Encinal YC (522-3272 or 792-6454): 5/7, 5/21, 6/4, 6/18, 7/9, 8/6, 8/20, 9/3, 9/17, 10/1. Golden Gate YC (346-2628): 4/23, 5/7, 5/21, 6/4, 6/18, 8/6, 8/13, 8/27, 9/10.

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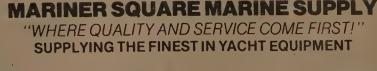
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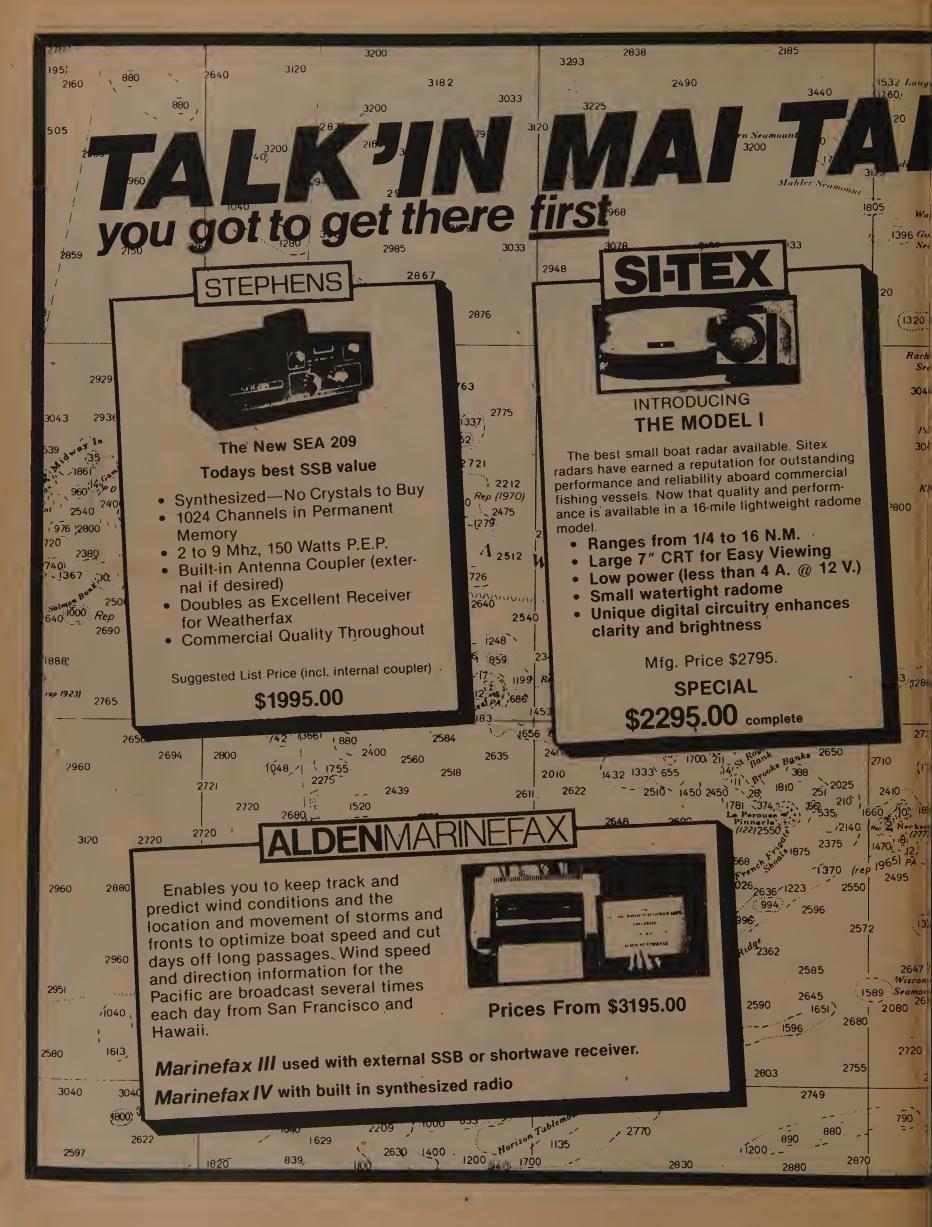
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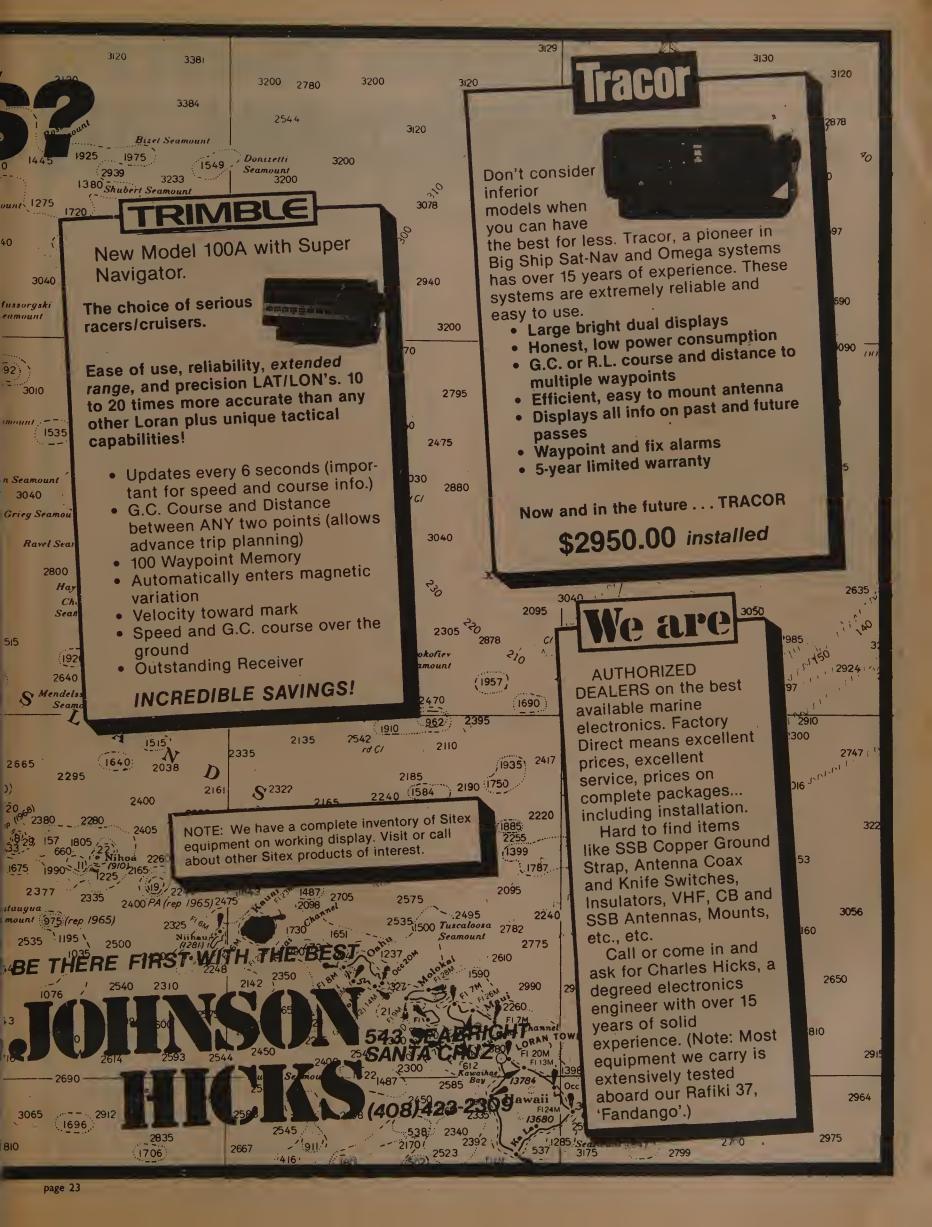
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LETTERS

I ICALLOUS AT THE CANAL

I am writing in response to the outlandish letter you printed in your January issue by Mr. G. T. Hull, Marine Director of the Panama Canal Commission. What a bunch of P.R. B.S.!!! I was in Panama . . . my vessel transited the Canal May 1st, 1981. We met Bruce and Cindy, Ghost II, in Balboa. Three days later the Canal tug Trinidad II sunk Ghost II in the lock. Not only was the Canal heartless — they left Bruce and Cindy without money on the street 3,000-miles from home with only the clothes on their back (their bathing suits). They were charged rent on the barge which the wreckage was placed. They were given no money and denied permission to salvage parts for cash until a hearing decided the matter.

It was thanks to fellow yachties that they had a hed to sleep in, food and clothing.

My sincerest hopes that the Canal doesn't get away with this callous treatment of our fellow human beings. Rumor had it that the Canal would soon file Chapter 13 leaving Bruce and Cindy waiting for years. Please keep us posted via *Latitude 38*. Bruce — if you read this and need us to testify or submit depositions, please let us know [(415) 793-8922].

Eric Collin, Robin and Amber Newark

I INO BOAT, BUT MUCH SAILING

You guys put out a great magazine. Sure you make typo's but what the hell, it takes big \$ to have a staff of proofreaders. Besides, I'm sure nobody thought that Bob Perry meant to say that the boat could hang up on its own backstay, regardless of how the interior volume was distributed.

I know the sailing bicycle Max Ebb talks about in the March issue. Considering the relative amount of "parasitic drag" on a land craft, which gets its lateral resistance almost for free, to the parasitic drag on a sailboat or board, I think Max's evaluation of pointing ability is off. There's no good reason why a sailing bike should point any less high than any other land craft, i.e. approximately 40°. The mast on that bike was most likely the culprit for the poor pointing ability — it was an aluminum noodle, with very low sectional rigidity, being only 1½-2 inches in diameter. Regardless of the zany conclusions he sometimes draws, Max is an extremely valuable contributor to your magazine. Keep up the good work, Max.

It has bothered me for some time that while the "establishment" sailing magazines have had all sorts of articles about sailboards, that my favorite magazine (you!) has very little on the subject. What you have had, including the interview with Barb Ockel last summer, and the discussion of the Olympic politics b.s., has been of extremely high quality, showing virtually no editorial bias. I am enclosing some dates for your Calendar department. We'd love to see some journalists who know something about sailing at our sailboard regattas.

Oh, one more thing. You took a lot of flak for publishing your views on nuclear disposal, and on the "Poodle Shoot". Well, I think that if you continue to report the truth, and accurately represent what information you get, that you should publish what you please. I loved the "Poodle Shoot".

Chris Hill Officer, Windsurfer District 2

Chris — Thanks for the list of sailboarding events you sent us; we've printed them in this month's Sightings. We'll see if we can't cover more sailboard events this year.



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P.S. — In the background is Bob Keleher's Bristol 29, "Skylark", also using Hogin Sails. You don't have to have a "woody" to appreciate quality and beauty.

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LETTERS

| |LANGUAGE OF THE APES

I'm sure you've observed the phenomena in the particular jargon spewed forth by apeus foredeckus in bay bars (specifically at those two rival 'biggies'). Just thought I'd add my two cents.

"We were ropin' along, just sending it, when some geek tacked on us and gassed us (mimicking with my hands). So we flop and send it off to Timbuktu. Whaddya know, we flop back and cross the guppy by 300 yards! He was history I tell ya. So we round, see, and set the kite for some hot-fast-and-nasty balls-to-the-wall ride (it was blowin' at least 45!) I was drivin', heh, heh, and my pop was chief cervezaserver, as well as master of the pointy-end. We shot the cone, and figgered on changin' down to the hankerchief. Pops snorted back "no tickee no laundry" — we left it in his car, being the weight conscious hot shots we think we are. Anyways, by this time we were caught by Blossom with our pants down, so we gybe-round for more Conehead action and . . . yeah, 'nother Heinee for me, thank y . . . now where was I?"

Also known as "resailing the race", I'm doing the wrong thing right now (it's finals-week here at UC San Diego), but couldn't resist the urge to communicate with someone who understands me.

> Later, Andrew Vare Shadow, SFYC

P.S. — Doublehanded Faralloner's watch out!

Readers - If memory serves us right, Andrew and his father corrected out first in last year's Doublehanded Farallones.

WE GOT THE MAN PART RIGHT

Hi. Being an avid reader of Latitude 38, I was surprised to find an article about me in your March issue.

I would like to make several corrections in the article. First, the boat was 20 (twenty) feet, not thirty. I left on the 17th not 19th. Three days and two nights sailing down the coast is no speed record (thanks Mr. Weatherman). The boat beached between the Pajara River and the jetty, about two miles from the jetty. I live and work in Moss Landing, not Salinas. The shop is on the corner of the only intersection in town. As to being prepared, how many people have spare magnets and coils onboard for their outboard? Incidentally, two other boats sunk on Monterey Bay that same afternoon.

Still a "fan", Bill Lewis Moss Landing

Bill — We're glad you're still a fan even if we botched some of the details. We were unable to find your phone number (probably because we were looking for you in Salinas).

THE WAGES OF SMUGGLING

We didn't see your Vol. 56 query re: whether or not sailors should stop other sailors who are smuggling dope. But I saw "Not Telling's" reply. What a creep!

We've lost a son to dope. He got into pot when he was 12. We tried everything to help, including two years of psychiatric hospitalization for him. He was bright, loving, active in sports, and loved sailing with us. Then everything went to Hell, slowly but surely. Suicide attempts, personality deterioration, violent behaviour; you

He got his two older brothers into it; but they just experimented then realized what was happening to them and were able to quit. They were strong enough to turn their lives around.

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L42	\$ 8,000.00	\$ 9,000.00	\$17,000.00
L39	\$ 7,000.00	\$ 8,000.00	\$15,000.00
L38	\$ 5,000.00	\$ 5,000.00	\$10,000.00
L37	\$ 5,000.00	\$ 5,000.00	\$10,000.00
L36	\$ 2,500.00	\$ 3,500.00	\$ 6,000.00
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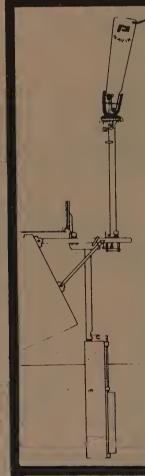
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LETTERS

He never could. He also used LSD and cocaine. Once he came home completely freaked on LSD. It was terrifying to see a child in that condition — especially one's own.

Where do you think this junk comes from? Home-grown or sailed up the west coast, it comes from greedy criminals who feed on other's weaknesses — children as young as 8, even younger. It's not harmless. It's insidious and hooks your mind as sure as heroin hooks your body.

So help me, God, if I ever found another "sailor" smuggling dope, I'd pull his plug! Sailing adds no "romance" to a foul deed. People who provide dope for children and cop-out adults are nothing more than vultures — carrion eaters — slime.

Our son is now 17 and still on the inside looking out. A frightened little boy in a grown-up body. He can't deal with life. The pot gave him a way out; it was easy to get, probably thanks to those "sailors" as much as anything. I hope they all go out on the ebb and never come back. But people like "Not Telling" will keep them in business — and unfortunately, so will other kids like our son.

Anne Ketty Concord

Anne — We're sorry to hear about your son. Like most kids who grew up in the 60's we did our share of dabbling with recreational drugs while at Cal. While we and all our close friends seemed to have survived, we lost far more acquaintances to drugs than Viet Nam. With those kinds of casualties it kind of makes us wonder if the pleasures are worth the price. From that perspective we're glad that at least somebody has stronger than live-and-let-live feelings about drug smugglers:

Actually, smuggling itself probably causes at least as much devastation as the consuming of the drugs. We know some folks who spent their lives vacationing in Florida, and a few years back bought a waterfront lot on the Keys for retirement. They spent a chunk of money putting a dock in, but after their last visit this year, aren't sure if they really ever want to live there. Dead bodies keep turning up in the canals. Nearby houses with docks are rented for premium prices and remain unused except for the occasional midnight visit by a cabin cruiser. And everyone — from kids to senior citizens who run the bait shops — are offered \$40,000 for bringing in a single boatload to shore. Community values tend to deteriorate under those circumstances.

With the financial rewards of smuggling so great, it makes you wonder what possibly could be done to encourage people to turn smugglers in. What about equally high rewards? The Justice Department is currently working on legislation whereby informants could receive as much as \$50,000 — money coming from the sale of the smugglers seized assests. Congress seems to like the idea, but thinks that the \$50,000 limit is too low.

I ILIFE AS PIERRE FINDS IT.

Regarding your "Lonely Hearts" letters:

Considering that people are more likely to be done in by an angry mate than an angry ocean, it seems that, if singlehanding is not the intended goal, one should expect to put as much time, effort, and dedication into personal relationships as into sailing. And yes — still no guarantee of a smooth or a safe passage. Developing an intelligent, non-sexist (redundancy noted) competence is not something anyone, female or male, can do only on weekends or when convenient; it is a day-to-day endeavor, and one should



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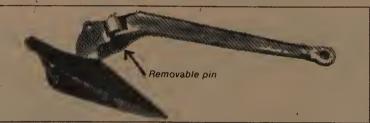
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LETTERS

realize that the thousands of sincere, capable women are, like their male counterparts, wrestling with the complexities of their own lives. They are not waiting around for someone to offer them a prepackaged (just add water) reality or a "chance" to live. Loneliness is, as most of us learn, an all too common part of the human condition; and to blame it on the alleged shortcoming of the opposite sex is at best counterproductive.

I suspect that a few *Latitude 38* readers view the "Letters" column as a means of announcing to the world how wonderful — and available — they are.

Pierre Bernard Oakland

P.S. — I'm neither wonderful nor available.

□ DIRTY LAUNDRY

In reply to Xxxxx Xxxxxxx's letter in the March Issue, [Letters, Volumne 57], I've made the mistake of crewing on Xxxxxxxxxx with Xxxxx. I'd be fucking dumb to do it again — ever. As far as the ladies go — oncé they go — that's the last time they go with him. Any excuse is better than Xxxxx.

He should look at his attitudes a little better before he judges women so harshly.

Ex-Xxxxxxxxx Crew

Ex — We're not the International Tribunal for Interpersonal Disputes so we have no jurisdiction over what apparently was your unpleasant experience. If it was criminal, we're not the right folks to inform either. We wish you better luck next time. Maybe ask for references or only go if accompanied by a friend.

By the way, we certainly hope you understand that we can't identify the person in a letter like yours if you're not willing to identify yourself.

□ GENDERLY SPEAKING

What do women really want? For every woman you ask, a different answer you'll get. To my way of thinking, your article [Sightings, Volume 55] was excellent except for gender reference.

A while ago I invited someone whom I thought was a competent sailor to help me deliver a 23' sloop from San Diego to Marina del Rey. This "crewmember" drove my car to San Diego and arrived late strung out on dope with enough gear to choke a 12 Meter, let alone a 23' sailboat.

We set off in a nice breeze to Catalina with my crew sick and me doing sailing, navigating, etc. That's okay I say, crew will feel better. Well, crew did not want to stick it out to Catalina, but wanted to harbor hop up the coast. Due to condition of crew I consented to change course for nearest harbor. Trying my best to be positive and humane, I thought crew would recover from dope fever, I would have more pleasant company and a chance to navigate in and out of harbors I hadn't been into.

Well, turns out crew does get better (what a shame) but can't be roused before 10 or 11, must have a good breakfast and do all ablutions before leaving harbor, and boy is this crew ever slow.

Let's skip the rest and go to the end of my rope, which is where I was on the last night out — we don't make it around Palos Verdes Point since we started so late and wind is doing about 20 and we're hard on — no pun intended — so of course we head for L.A. Harbor and are graciously allowed to tie up to L.A. Yacht Club.

Whilst I clean inside and out of boat and cook dinner, crew needs

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LETTERS

a shower. After dinner, crew takes a hike and I again clean up and stow everything. Now, I get to shower down, and on my way back to boat am dreaming of a warm sleeping bag — lo and behold instead of crew stowing extra gear in cockpit so to better sleep, crew dumps it on my bunk.

By now I have no positive vibes left in my body. But what good is there in killing crew? I'd only have to clean up the mess. Now I am wondering what I have done to deserve this? I have sailed with a lot of people I knew less than this airhead and have never had a cross word with any of them; I am not by nature an evil person — so why would Eos be out to punish me? It's just a bad dream and finally, after 5 days I work up and was safely home. I sat down and cried tears of joy as No. 1 crew finally took the last of the gear off the boat and drove off into the sunset.

Now I must stop and fill you in - I am a woman, a sailor and owner of the 23' sloop. After that trip I did some solo sailing to Catalina. My crew, or deck ape as I affectionately hiss when out of earshot, was a 6'3" grown (?) man.

You may want to say now that this gal is probably an ugly old witch and of course I'll disagree and give you character references and will tell you that as a SAILOR I love the adventure of each sail, the camaraderie, a good time and a chance to learn and do my share. I will also repeat myself to the effect that your article poses a good question but in all fairness, gender reference as to women only doesn't cut it. It may well be that more men experience this problem than women, but consider the ratio of men to women who are out there.

I am happy to say that most of the sailors (men and women) I have met have been very helpful when they know you want to do your share and many have become good friends. For the other percentage that turn out to be bozos or feel threatened in some weird way, write 'em off and, as much as possible, plan ahead not to be stuck with them.

Unfortunately, people don't realize that the gender doesn't make the sailor.

K. Rice Marina del Rey

P.S. — Article on H. McNaughton is great — had me gasping for breath right along with him; pictures of H.M. not bad either from a woman's point of view and to top it all off, as a sailor, would like to see some good pics of *American Express* as she was also a star in the story.

As the old saying goes:

May neither droth, no rain, no blizzard / Sestray the joy juice in your gizzard. / May you always camp where wind won't hit you, / Where snakes won't bite and bears won't get you. / And may you never suffer for a crew / The 800-pound Deck Ape I once knew.

K. — If you think McNaughton is handsome in print, you should see him in person — at the Marina del Rey to Guadalupe Singlehanded Race, for example. We gladly would have run photos of American Express (we did a big feature on her when she was brand new), but she's so fast they all came out blurred.

To eliminate the 'gender reference' in an article titled 'What do women really want' would kinda castrate it, so to speak, don't you think? The point of the article was that we think an inordinate amount of women — not men — are more interested in sailing first



PHOTO: MIKE MONAHAN

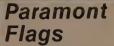
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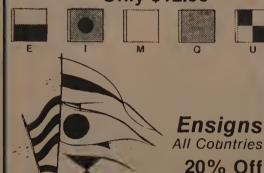
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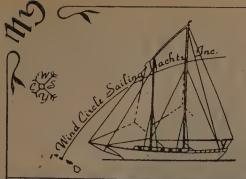
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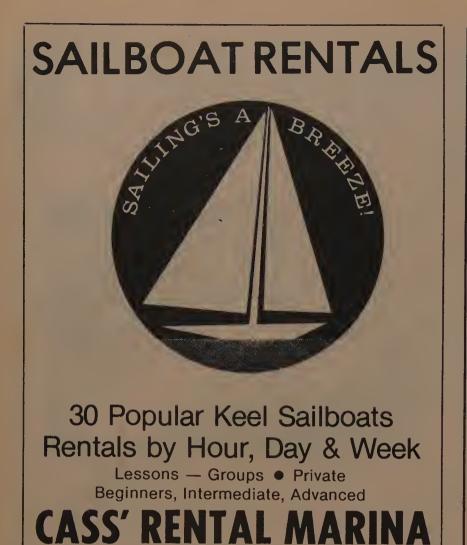
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class than sailing. Sometimes it seems that women are sacred cows these days, but we'll stick by what we wrote.

But mind you, none of what we said had any reference to the kind of crew women are — which seems to be the entirely different point you're addressing.

THE OWL IS A PUSSYCAT

My name is Owl. I am an eight-month old cat and I need to learn how to use the head instead of my stinky litter box. I know it can be done, but how??? Please give us felines the poop on head training, or where to find out, or I can't go cruzin' with my human folks.

Thanks, not soaking wet yet.
Owl

Owl — Maybe one of our reader's can help — how about you Urbanczyk? Or else write Dr. Miller, care of the Chronicle.

UBLUE SKY FOR A BLUE OCEAN

As a sailor and as one who very much enjoys the company of women, particularly on shipboard, I have closely followed the various letters and comments in your magazine in recent months concerning women and sailing. Bob Vespa's letter [Volume 56] particularly hit home with me when he said, "Yet, none of this explanation gets to the heart of the person we find most offensive. That's the one who knows his own short suit in knowledge, experience, or talent, and yet is pushy enough to impose upon others however he must in order to get what he's after. The Great Imposters. They're the pits!"

For myself and, I'm sure, many others, sailing remains one of the few activities which hopefully can help us escape from the pell-mell, let's-make-a-buck, look-out-for-Number-One world we live in. I find an honesty and a friendliness with sailors the likes of which I rarely experience with other new people. There is forthrightness in our dealings that I value highly both at the starting line and at the club over rum and tonics.

Anyway, as I was perusing the female crew list this month to look for familiar names I ran across that of a woman I know. I was surprised to see her name associated with ocean racing but I went into shock when I saw that she had listed herself as having a Moderate degree of experience. "Maybe you didn't read carefully enough. That's, '2 full (in italics) seasons or more' and you know that's not even close to the case." She sailed as a little girl, but as of January, the last time I saw her, couldn't remember which hole that silly rabbitt went into on the bowline. Now this is someone who I know well and had faith in her integrity and she's misrepresenting herself. I start to wonder who else is trying to supercede experience claiming they're something they're not. Has the fierce competition for housing, jobs, and virtually everything in the Bay Area been carried into the sailing scene as well? Don't these people realize that it won't be long before your skipper re-deposits you on the dock because you thought Vang was a German Sea Dog. (Apologies to Beard and McVie.)

David Demarest San Francisco

David — When you fill out your financial statement for a boat loan you pad your income a little and slightly understate your expenses. Banker's expect a little of it, and call it 'blue sky'. We figure boat owners ought to expect a little 'blue sky' from respondents to the crew list. A little fudging won't hurt too much, and if a person fudges





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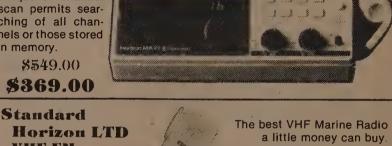
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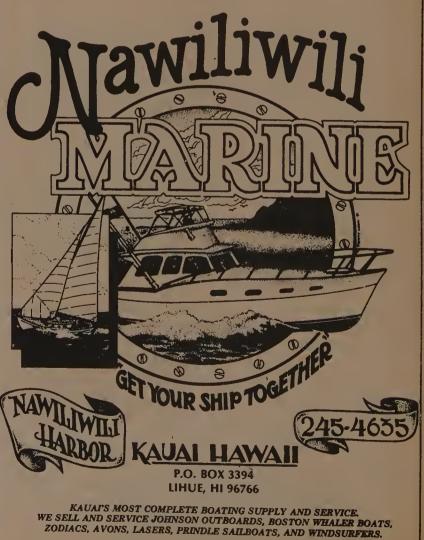
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too much they simply won't be asked back again.

Assessing the experience of crew is a tricky proposition, and you must accept the fact that our check list is only meant as the roughest of guidelines — the boatowner is the one who has to determine the validity of information.

□NO, YOU'RE NOT

Am I losing my mind?

In the "Sightings" column of last issue, there is a picture of Anacapa Island along with the sun, which is just above the horizon to the left of the island. Obviously the picture was taken at sunrise or sunset. But since the caption says that it was taken from the southwest we must surely be viewing the sunrise. Now that brings up a curious question: "If we're looking at the sunrise, and we're southwest of Anacapa Island, how can the island be to the 'right' of the sun?"

Could it be that somehow this picture was printed backwards?

Tim Bengtson

San Jose

P.S. I still can't believe that the best sailing mag around is also free.

Tim — You're not losing your mind, our mental compass just flipped out for a while. We normally assume that the California coast runs in a more or less north-south direction, an assumption that doesn't hold water south of Pt. Conception where the coast runs more west to east. When we rounded Conception we neglected to rebox our mental compass and identified the shot as being from the southwest when it was really from an ENE direction. Therefore it was sunset, and a very pretty one, too.

All this simply confirms the old warning that you can't believe everything you read. And as you suggest, you can't even trust photos, because once in a great while we'll 'flop' a negative for composition purposes. But where we really play with reality is on the covers. The Dana Point breakwater on the cover of Volume 57 really belongs in the upper right hand side of the page, but since it would have interfered with our logo we played god with our razor and 'moved' it to the other side of the harbor.

And P.S., Latitude 38 is not always free since some folks are selling back issues at the flea markets.

SOUNDS LIKE A SHREWD LADIES' MAN

If Captains would put six gals onboard for a Sunday sail and forego the chase around the decks, they would find, by the law of averages, their true love would seek them out on Wednesday!

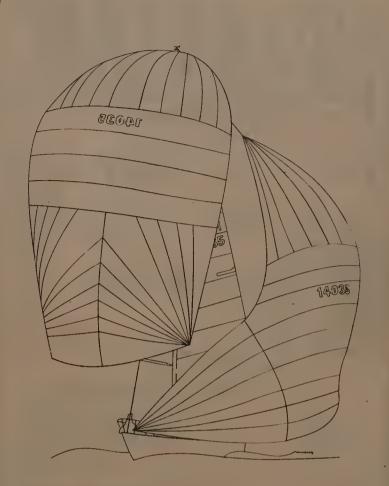
Here at the halfway point to the delta I meet lots of sailors on our docks each summer. I'm looking forward to meeting more of you this year.

Cap't Tuna (Chicken of the Sea)
yacht Felecity
Martinez Marina,
where the oil troubles the water

□WANTS US TO READ LIKE PRAVDA?

As a sailor, journalism student, and above all, a believer in human dignity, I vehemently protest your picture of a "typical SORC boatowner" in March's *Latitude 38*. I cannot even guess what kind of small racist mind the wearer of that hat must have.

What of Latitude 38? What sort of twisted non, thinking allowed the picture to run — or is that some sort of editorial statement on



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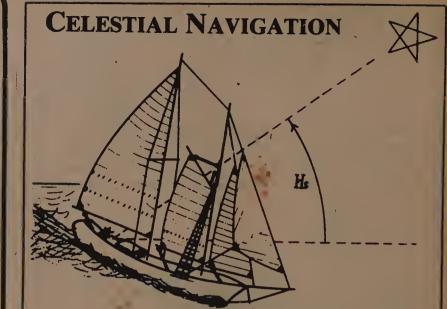
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your part? The picture has nothing whatsoever to do with yacht racing — or with any sport. Your inclusion of this photo doesn't say much for your knowledge of sailing OR of sailors.

I trust your brand of racial commentary is not shared by true yachtsmen, and that they will join me in ignoring your ignoble efforts at publishing. You have brought disgrace to yourself and to your "magazine".

T. Grey Martin San Francisco

P.S. If I were Bill Power, I would consider legal action for possible defamation of character.

T. Grey — Above all, it seems to us you're a believer in some kind of fairy tale. All is not sweetness and light in the world, nor are we going to sustain a charade by portraying it that way.

You may not agree with Dreyfus's politics (many believe he hasn't given up the war between the states) and we may not agree with his politics, but he's a big part of the Circuit. He built over 10% of the hulls competing, he sailed and co-owned last year's pre-protest winner, he's been sailing the Circuit for about as long as anyone, and he's probably among the top five 'hi-tech' ocean racing builders in the world today. You can stick your head as far down in the sand as you want, T. Grey, but it's not going to change any of that.

We don't know where you went to school, but reading comprehension and irony must be part of the graduate program. In our wildest dreams we couldn't imagine a reader so grim that 1.) he couldn't perceive the facetiousness in calling Dreyfus a 'typical boatowner', and 2.) couldn't distinguish Dreyfus from Bill Power (who was nowhere recognizable in any photograph).

This isn't Pravda, this isn't racist, and you're not about to make us believe it. We're considering suing you for foolishness.

DAY IN THE LIFE OF AN ILLEGAL LIVEABOARD

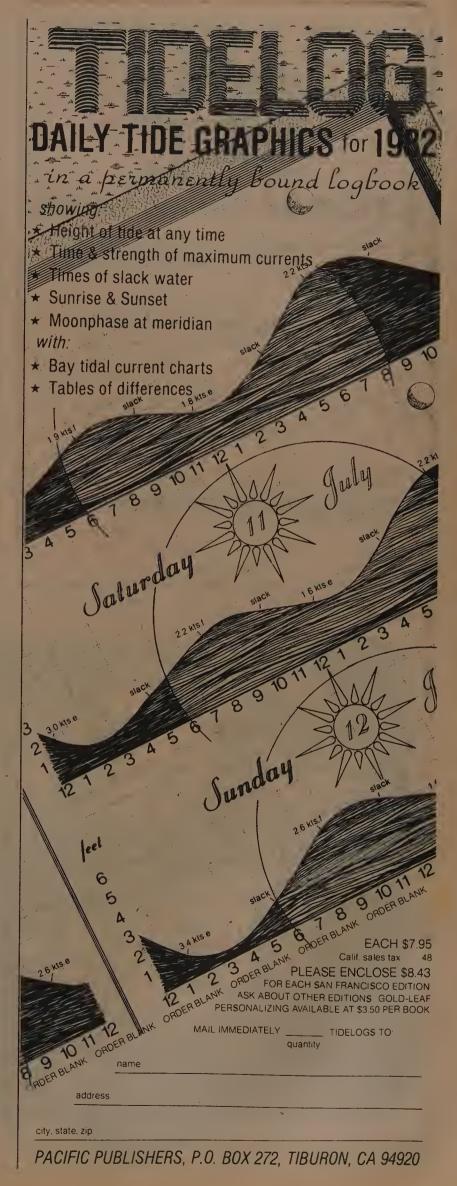
Condensation. Woke up feeling as if I were in a straight jacket . . . 1 pair socks, a pair of leg warmers, sweat pants, flannel gown and robe. This is the winter garb of a liveaboard. While crawling out of my bunk the ceiling drippered all over my head . . . condensation.

This was sure a new word in my vocabulary. "Shit" . . . stepped on the dog! "Move dog." Turned on the light . . . no light . . . "shit!" Stumbled to the hatch, looked outside. We're plugged into the boat. One more step up the ladder; "shit . . ." the dock unit where the big yellow cord plugs in is completely black! On further inspection so is the end of the plug. Stepped out and onto the dock in my socks for the third morning in a row, and the docks are completely iced over and white. I inched my way over as I knew if I fell in, slipping on the ice, I might not be able to pull myself up on the dock because of the slippery ice. I thought again of Natalie as I have very often lately. Very carefully I approached the "plug-in" box. The black mess appeared to be melted or fused together. I dried my hand, grabbed the undamaged part of the yellow cord, and yanked on it. It came out!

Inching my way back I knew that condensation has caused this. Hoping this had not damaged the boat's circuitry, I thought that somehow I knew the winter I lived aboard would be the worst of the century . . .

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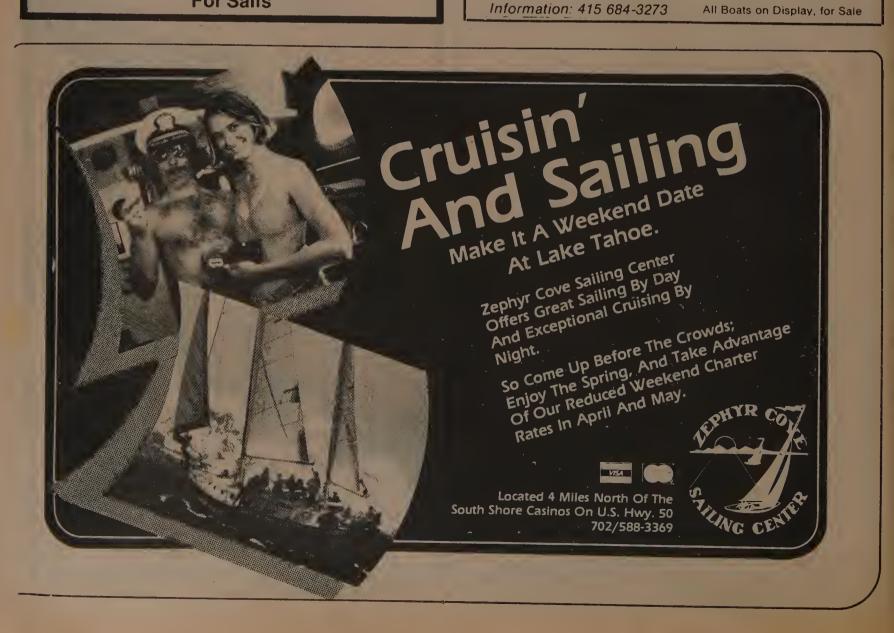
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WARE OR UNAWARE?

The 40' ketch who advertises himself to the right party (and no other) on page 55 of your March Issue has an identity crisis he doesn't seem to be aware of. He says — speaking in the first person and with a \$119,000 accent — that he's a "CHOEY LEE." (sic)

No matter what he calls himself now, he left the yard in Hongkong as a CHEOY LEE. Who, may I ask, would pay \$119,000 for a talking yacht who can't spell his own name?

As the slave-holding owner confesses in his ad, anyone who would turn in a CHEOY LEE for a trimaran has "no taste". As he now has both boats — presumably until a buyer with the 'right stuff' comes along — what does he plan to call the trimaran, 'PAL CHOEY'?

I will take my answer off the water. But if the distinguished LEE family of Hongkong sees that ad, Latitude 38 is going to hear from LATITUDE 22 (longitude \pm 114E).

Stuart McKelvey Tiburon

Stuart — Don't be too hard on the boat if it doesn't know how to spell its own name, it's only 7 years old. And maybe it's trying to have a catchy name like the movie stars. But even with its identity crisis, it knows it was born in Hong Kong; where is this 'Hongkong' (sic) you write about? West of Newyorkcity, perhaps near Sanjuancapistrano or Sanluisobispo?

It's true Cheoy Lee is often mispelled, but not nearly as frequently as folks incorrectly stick a 'k' into Ericson.

ELECTRIC BOATY LAND

Looking back, it was a typical Sunday afternoon, checking out the Erickson 30 [Ed. note: didn't we tell you everyone spelled Ericson wrong?] and doing some cleaning and fixing.

The seacock under the galley sink seemed to be weeping, but when we tried to tighten it the seacock pulled loose from the hull. The bay water started spouting right through that 1½ inch hole. I found a plug, drove it into the opening, and stopped the flow of water.

But I was already standing in water and yelled for Matt Morehouse to come and assist. Together we got the bilge pump going and it seemed some progress was being made — until water was coming down from up forward. We discovered that the bilge pump hose was connected to the sink drain — whose yalve had been closed. So the bilge pump was simply pumping the water into the sink until it overflowed back down into the bilge. We opened the valve, got the water out of the boat, calming the panic.

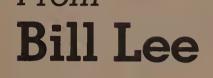
Then it was on to the friendly boatyard man, to replace the seacock. He called me the next day to say that I had other bad thruhull fittings which required replacement. He asked if I was in a 'hot harbor'? I had no idea. I asked our Harbormaster at Paradise Cay, Tim Moseley, and he said they had been going over all the electrical systems checking for flaws in the wiring, grounding, and polarity.

Tim said they'd found some strange things when working with Steve Wells, who is trying to develop a meter to measure electrolysis. In one case Steve's meter almost went off the scale when measuring



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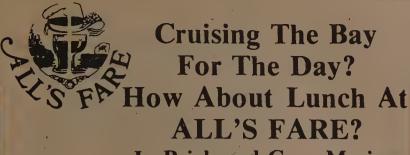
The first 40 will be launched in Santa Cruz in early April. The next 40's on order will fill out our production schedule through August 1982.

To reserve your Santa Cruz 40 delivery date, call Bill Lee or Bob Larson right away and come to the launching party. Call us for the exact date and time.

FAST IS MORE FUN THAN EVER!

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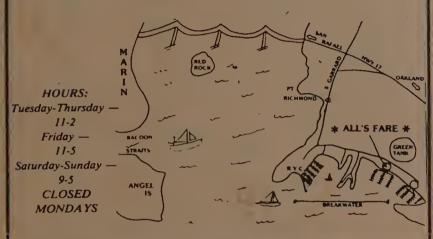
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the water around one large boat.

He explained that some boats have power turned on 24 hours a day; to operate pumps, heaters, lighting, damp chasers, battery chargers, and other appliances. He stated that not all this power is used and will try and find a way out. One way is through electrolysis, which eats up thruhulls.

When walking down the docks later on, I saw four instances where people were using two-pronged plugs without a ground wire. In another case one was using a 'cheater' to fix a 3-pronged plug into an outlet not using a ground wire. Sometimes the wiring was like household wiring, not the external-rated 3-way extensions.

You can see that electrical hook-ups are important, and a boat several berths away can affect your boat. You can buy wooden plugs at marine stores, but I hope you never need one.

Jess Rosenquist San Rafael

Jess — We know there are some areas of some harbors which are hot, but you can't pin them down because it depends on who is doing what at a given time. That's why it's important to check your zincs from time to time.

And of course forcing an improper plug into a socket is a big nono. About five years ago we got a job delivering an almost brand new Islander 36 to the boatyard, after it had been fire gutted as a result of forcing the wrong plug in the socket.

IJPROBLEMS, PROBLEMS, PROBLEMS

We have a problem that apparently is unique — at least I have never seen an article dealing with the subject in my 20-odd years of reading most of the sailing magazines. The 50 members of our 10-year old club all look the other way when I ask them what they know about the subject.

Here's the problem: How do you provide for a knowledgeable, competent race committee boat when ALL the members of the club are avid racers?

Presently we work it this way: Every skipper who races 5 or more times during a season must "pull duty" by a lottery system. The duty boat is awarded her best place for a series plus one point, which seems to be too much of an advantage for the Duty boat. The system works fairly well, but naturally I would rather race than be the RC boat. We have tried to hire (for gas and lunch with beer) one of our brethern in the local power boat club to do the job for us on a regular basis, but without success. We have been afraid (for good reason!) to ask any of our own members if they would volunteer for the job.

So we are looking for ideas and, hopefully, answers. How do other clubs solve this problem? Would be delighted to hear from anyone on the subject and to boot here is an open invitation to come up and race with us if you can. Write for a free race schedule! Plan on the "Southern Crossing" if you can— it's a fantastic 30-mile race with all the right trimmings!

Jim Hildinger P.O. Box 8897, So. Lake Tahoe, CA 95731

Jim — Frankly we don't know how all the club's do it, but maybe you can steal one idea from the Island YC in Alameda. It's been club policy that members can deduct a certain part of the their yearly fees, depending on the amount of work-credits they've earned.

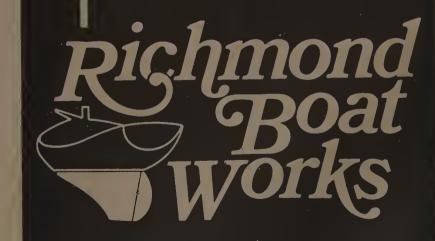
But this year — their Year of the Volunteer — is even more sophisticated. For each 10-hour block of work credits, a ticket in that

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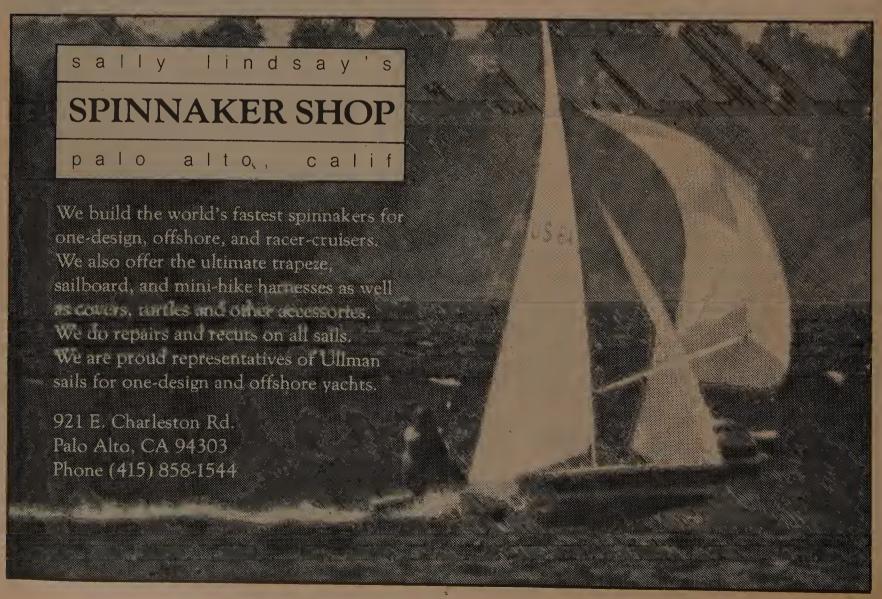
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family's name is thrown into the "Year of the Volunteer" box at the club. Then during this year's Christmas Party three tickets will be drawn, one for a weekend at the Tickled Pink Motor Lodge in Carmel, another for a weekend at Tahoe, and another for a champagne brunch at the Alta Mira in Sausalito. Obviously the more tickets a family has in the box the better their chance of winning.

You might want to try this form of 'bribery/lottery' at your club.

□C/O JIM IRWIN

On November 13th of last year you very kindly mailed me a copy of Latitude 38 for October. With the wonderful postal service we have here and, I suppose, in your country also, the magazine didn't reach me until about a week ago

The requirements for the San Francisco 40 are right in line with what we have been trying to do with our new series of steel yachts for real cruising. By "real cruising" I mean sailing on the open sea to all sorts of places, winter or summer. We've been working on these designs for some years now, and ever after the problems that are involved in that kind of sailing. However, I do think we have done something which is quite a bit better than the majority of designs that are offered for serious cruising.

However, our 40-ft. design for a steel cruising yacht does come pretty close to the requirements of the San Francisco 40. It does miss on some points as follows: The water capacity is only 240 US gallons. The fuel capacity is only about 130 US gallons. It doesn't have a great big diesel engine, instead, it has a fairly small diesel engine that turns a fairly big propeller. I think this is the right answer, and it compensates for the smaller fuel capacity. A boat to our design probably wouldn't cost a ton of money, but I would admit that the rig is fairly expensive, simply because this heavy displacement boat carries a fairly large sail area.

Some of our 40-footers are being built right now, and it seems that one well-built example will be sailing in two or three months time. I think I would like to wait until I have some experience of that boat before I made any move to publish something in Latitude 38, and maybe I won't qualify for much attention being rather a long way away from the bay area.

I am doing some commercial work these days which probably wouldn't interest you, but besides that I am trying to do an America's Cup yacht for a Royal Sydney Yacht Squadron syndicate. It is not a bad syndicate, because it has members like Syd Fischer of Ragamuffin fame, but it is pretty short of money. The syndicate plans to build two sister boats, but they will be Chevrolets rather than Rolls-Royces. The syndicate hasn't got all that much money, and, obviously, we haven't got much time either.

The development of cruising yacht designs still goes on in our office, but it tends to get pushed aside from time to time.

Alan Payne Sydney, Australia

Alan Payne has done a number of production boats for the U.S. market, most notably the 'wide-body' designs for the old Columbia Yacht Corporation — which incidentally is now Hughes Columbia in

Payne also designed the Australian 12, Gretel, which gave the U.S. the greatest run for its America Cup money.

□IT'S USUALLY OUR FAULT, BUT NOT ALWAYS

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wondering who the hell Channing Ball is, we (The Oceanic Society) will take full responsibility for our typo in the Sail Seminars flyer. Channing is with the San Francisco YC, a mistake I did not catch until the silly thing had gone out.

Our apologies to you, St. Francis and San Francisco.

Jane A. Piereth Oceanic Society San Franicisco

OUTSTANDING IN A HURRICANE

I wanted to write to you about the article you published in the February issue: McNaughton's Hurricane.

This piece is one of the most outstanding accounts I have read of blue water sailing. In its stark, terse prose it provides an uncomfortably real sense of the Atlantic hurricane and leaves me in awe of the person who could maintain his poise and courage alone in those conditions.

I want to commend you for putting out stuff of this quality and hope very much that you will continue this series soon and perhaps publish more material of its kind. It seems to me you need McNaughton as a regular author for your magazine.

Henry — We're encouraging Doug to sail in a typhoon for an article in the May issue.

TFASTO ES FUN EN CARACAS

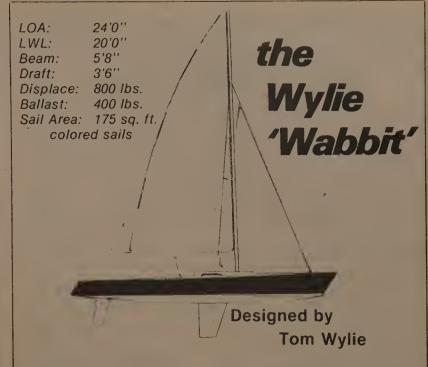
While visiting the bay, a bunch of old issues of *Latitude 38* drifted into my hands, thanks to Max Ebb, and I flew back with them to Latitude 10 last September. Now that I'm through with all the articles, ads, and classy classifieds. I want more. Since a trip to the bay to get the oldies is more expensive than a regular subscription, here's my money.

You know I changed latitudes but not in sailing style. I brought with me a Santa Cruz 27 and both of us had a hell of a time adjusting to local conditions, i.e. seas, wind, corrosion and fouling. Talking about costs: it is 55 bucks to haul her out, 55 more to take her back to the water, and the slip costs 5 dollars a foot. Fortunately the antifouling paint made in Venezuela is a lot better than the most expensive I could find in the U.S. And I've tried everything. As a racing fanatic I don't allow anything that may slow me down, but the "Montana" red antifouling lasts 8 months with just a sponging once in a while.

All standing and running rigging has to be changed every year, even though I am not in the America's Cup. Sun, heat, and very salty water eat them up. I keep a 2 year supply of "Star Brite" boat wax to remove the hull stains from all the stainless (ha, ha) steel fittings once a month.

The best mainsail in the world didn't last 2 years. Neither did the Barient sheet winches. I service them every three months or I will get a jam in them at the starting line. It in fact happened to me three times, the first time 5 minutes before the gun at the 1979 Corlett, a race I rember well for the barepoled run back to San Francisco after an unsuccessful anchoring in Drake's Bay. I asked Barient for two new #21 aluminum drums and they told my broker they were out of stock

Tell your readers in the bay they have a friend in Venezuela if they happen to sail to this latitude. My wife Nina is listed in the phone book. Some time ago, while I was preparing my boat for another showdown in Puerto Azul, a gal yelled to me from a boat docked nearby, "Hey, isn't that a Santa Cruz 27?" "It sure is," I answered at



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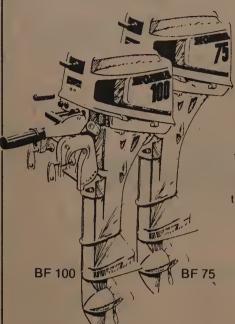


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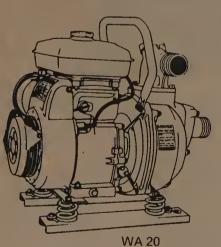
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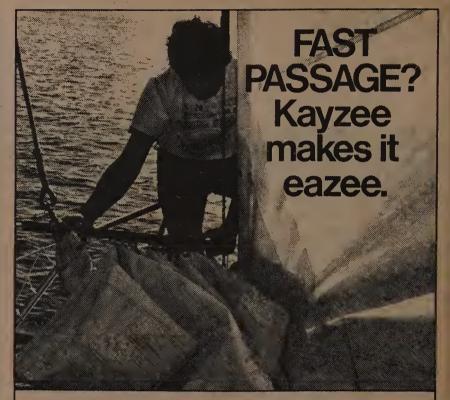
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the same time I looked at her stern (the boat stern, I mean). She hailed from Vallejo! The lady was from San Rafael and her mate look as being from around here.

I invited Max Ebb to help me win the next Bonaire Sailing Week, an undergraduate course in preparation for Antigua. By the way, what's wrong with Antigua Racing Week? I personally don't care if preppies are swarming the place, provided they don't step on my boat, and that is where I intend to stay. Hotels, bars and the like are for those who take racing as an excuse to socialize. I can care less about them getting ripped off.

The reigning racing boat in the Caribbean is, guess what, the J/24. National Cruising Champ in Venezuela, Bonaire Week Champ and Antigua overall winner. I need some help from Fred Sampson, Bill Lee (Tom Blackaller already "gave" me the sails) and, of course, the SC 27 Class Secretary, to leave them in the dust.

I have been a Sail addict for 5 years, but the glossy can't beat the classy. I shifted to Latitude 38. It keeps me in close contact with you, wonderful people of the bay. One suggestion? Keep us informed with the insight of the big races, as you did with the America's Cup, SORC and Admiral's Cup through Don Kohlman, Tom Blackaller, etc. What about the Whitbread?

Amy Boyer still owes me (so to speak) a picture of *Amazona* she took from the lee of *American Express* while crewing for Norton Smith. What's new on their sailing exploits?

Rudy Sancio

Amazona

Caracas, Venezuela

□HI

This is Mikey of Sausalito fame. After my sail to Santa Cruz [Volume 1] I sailed down here to the lower latitudes for sun and fun. I did some, pardon the expression, boat-niggering [b.m.w.-ing] when I first got here and now I am selling boats for Neal Esterly. This is a great job because you meet so many fascinating people. The sellers think their boats are worth a million dollars and the buyers think that they can steal a boat believing everyone has to bail out. Boy it is fun trying to get the two together.

Anyway, I see your fine publication has become an overnight (6 years?) success. I love to read it and see pictures of Max, Vera, the beautiful yacht Mavarick (which was just here) and all the Santa Cruz characters. My problem is finding the Latitudes to read it in. I had almost every copy until I came down here, but now I am missing a few. (I still have the first issue which featured me and my yacht Camembert which is at Herb Madden's now). We here at Esterly Yacht Sales would like a few copies to read and distribute. I have a lot of people reading it now and I use it quite a bit in my work. We would also like to do some advertising in the Latitude because we get some good deals down here. How about a gaff-rigged, ferrocement trimaran rigged for cruising? Anyway, we would like a few copies to keep and give away.

Mikey Kelly San Diego

Mikey — It's always nice to hear from sailor's who appeared in our

very first issue.

Regretably we can't 'smother' southern California with Latitude 38's the way we do up north. If you want one free, for right now you'll have to grab it at a current distributor: Seabreeze Ltd., Kettenbergs on Harbor and Shelter Islands, Pacific Marine Supply, and



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PAPE ATTACK

The rear cabin window of my Ranger 29 was recently ravaged by apeus foredeckus, subspecies budweiseri. The creature attempted to secure liquid nourishment from the ice locker located immediately under the window by the direct route.

Does anyone know who manufactures the stock aluminum framed windows? I need the tempered glass but might as well replace the vinyl mouldings at the same time. Local inquiries are met with dumbfounded stares, guffaws and recommendations to write to the Ranger company in Costa Mesa (now a vacant lot). Any leads?

B. Adornato 130 Golden Oak, Portola Valley, CA 94025

Mr. B. — For the sake of Dick Miller (Letters, Volume 57) and other longtime sailors, we must inform you that those are 'ports', not 'windows'.

If we remember correctly, the Ranger boats you are referring to were swallowed by Cal after losing a court battle over the name 'Ranger' to a Washington firm. But while Ranger is gone, designer Gary Mull is still around in Oakland and might have some kind of record. The Ranger 29's were a bay one-design fleet back in 1977; so a good number of them are on the bay; maybe one of our readers out there can help you.

BUENO, BUENO, BUENO

Keep up the good work. You are doing a lot of things right. That is more than most of us can say. Your Mexican articles and interviews are particuarly good.

Tom Towers Northridge

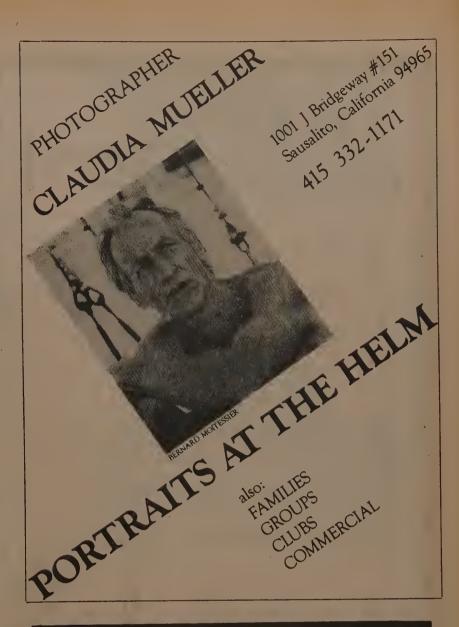
Tom — We don't know if they are any good, but they're fun to do. We've got two more Mexican articles to go; the severely delinquent La Paz Race story and the Fiesta! Frank Interview. With any luck they are both in this very issue.

BREAK A LEG

I just finished Sue Rowley's "Snow Blind" in your February issue. It really gave me a good laugh, being that I'm lying here in John Muir Hospital with a full leg cast on.

Let me explain. I'm 23-years old and have been sailing about 11 or 12 years. At first Banshee's at Tahoe, then an Ericson 23 when I was in college at Cal Polo SLO. And now Helene, a Cheoy Lee Offshore 27 in Alameda. As you can probably figure out, I'm a sailing junkie.

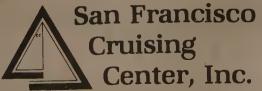
For years my friends (I use this term loosely) had been trying to get me to go skiing. Well, I finally gave in and went the first time over New Year's weekend. I looked extremely good (at least I thought so) careening, uncontrollably, down the hills in my yellow bibs & jacket. I did receive quite a few strange looks, but what do they know. Anyway, I thought it was great, that much speed and inexpense compared to mooring costs, boat payments, sail repairs, etc. I was ready to sell *Helene* and move to Aspen. So every weekend I was off to the Sierra's, instead of the estuary. I was in my estimation getting quite good at tacking down mogul covered hills. In short, I had become a down hill fool. Until it happened; I ripped my knee into billions and billions of pieces. I had surgery yesterday and will be out of my cast by Opening Day. Thank God!





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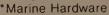


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But that's 2 months off! I've been lying here trying to figure out how I can get on the boat, let-a-lone sail her. What problems. I'll figure out something. Another problem I have is I can't drive with this thing on, posing a difficult situation. How do I get my free *Latitude 38* each month? I have solved this by enclosing 15 bucks (less than 1 lift ticket). So I will receive it at home. Keep up the great work and funny articles.

Chris Maher (not a member of the skiing Maher family)
Oakland

JYANKEE DOLPHIN

I'd like to buy a hull and deck of the 24' Yankee Dolphin, or the molds themselves if necessary. The tooling was sold to a small builder by Catalina Yachts, but nobody remembers who. According to the designer (S&S), nobody is building the Dolphin (to their knowledge).

Got any ideas? Since the tooling for this boat was sold in your area I thought you might have heard something thru the vine.

Gene Turchin

Seattle

Gene — It seems to us that a company around San Diego was building them a few years ago, but we can't say for sure. Maybe one of our readers could help you out.

I INO SUPPLEMENT

I'd like to be able to refer back to past "Max Ebb" articles but I don't have every past issue of Latitude 38.

Have you thought of the possibility of publishing a supplement entitled "Best of Max Ebb" or something like that? I'm sure a lot of people would appreciate it if you did.

By the way, who is Max Ebb?

Stan Chun Palo Alto

Stan — We're not sure we know what we're doing right now, so trying to market something we know nothing about would be a flatout invitation to foolishness. You'll just have to make friends with someone who has back issues and save the future ones.

Who is Max Ebb? We thought everybody knew — he's Lee Helm's friend.

LIAHOY DICK MILLER

I'm astonished that you missed the message [Latitude 38, Vol. 57, Page 19].

The author was using obfuscating phrases to indicate that the vessel was sailing backwards, or stern first. Hence the obvious bow wake.

Some embryonic navigators are forced to use this method on the return trip to exploit the compass heading used on the outbound course. They have yet to read the chapter that explains the reciprocal course of plus or minus 180 degrees. Then there is the decision to make as to whether to subtract or add the 180. It can boggle a tyro's psyche. Anyway that should explain the bow wake. Simple.

Karl Romaine Oxnard

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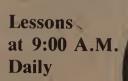
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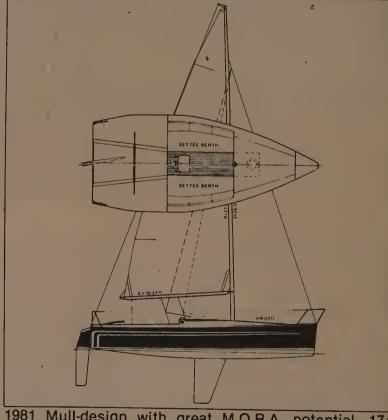


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IOR & MORA

This year's IOR bay and ocean racing season promises to be the best the bay area has ever experienced. I say that every year, but this time it's really true. There are some 80 boats — many over 40-ft. — expected to compete this year, close to the size of the great IOR fleets of the mid-70's.

This 'rebirth' in IOR racing is a direct result of the stabilization of the IOR rule and the 'preserve the fleet' mentality behind it. This stability has given owners the confidence to invest in new IOR boats, unafraid they'll be ruled obsolete in a year. And the rule's old-age allowance makes even the 5 & 6-year old boats real threats again; as such it's reduced fleet attrition and seduced some old champs back on the water.

Listed here are some examples of the quality older boats returning to IOR bay and ocean competition. *Kindred Spirit*, Dr. John Tysell's Peterson One Tonner. This boat had a 2nd or 3rd in a late '70's SORC, and was most recently owned in southern California where she won the prestigious Whitney Cup. Jim Cottrell will be driving the family's *Immonette*, Sardina Cupper Jack King's previous *Merrythought*. She's a 46-ft. Frers-design built of aluminum in '76 by Palmer Johnson. One of her sisterships, *Rattler*, won Class A in the '76 SORC. Rating in the low 34-ft. range, she could be dangerous.

Jim Jessie bought the Lapworth 48, *Nalu IV*, but he's expected to race on fellow Oakland YC member Lee Tompkins' Contessa 39, *Saltshaker*. The 39-ft. Peterson-design is sistership to *Eclipse*, high point boat in the '79 Admiral's Cup. As mentioned last month, Bob Klein now has the Peterson 40, *Leading Lady* with Stan Reich, so she'll have to be reckoned with. *Zamazaan*, a Farr 52, will be campaigned for the first full season under the ownership of Larry Stewart. She showed excellent speed at times in the Ano Nuevo Race and will get even better with practice.

Not all the returning older boats are big. One Half-Ton threat is Dick Berridge and Dave Allen's *Mercury*, a Ragner Hawkanson-design.

But lest anyone think the old boats are going to walk away with the honors, the new and near-new boats will offer stiff challenges. Dave Fenix, who just won fleet honors with a chartered boat at the SORC, has a new Peterson 55, *Bullfrog*, nearing completion on the east coast. Because of her size, she must be trucked to San Diego and then sailed up the coast. Steve Taft will be aboard when she's ready to race in May. (Tom Blackaller will join *Bullfrog* for August's Clipper Cup, but until then will be occupied with a summer of practice in Newport, Rhode Island on his 12 Meter *Defender*, and *Courageous*.)

Monroe Wingate's Serendipity 43, Scarlett O'Hara is back from moderate success at the SORC, and will be racing with Chris Corlett. Bravura, Irv Loube's Frers 46, started the season in style by taking Monterey Bay's Ano Nuevo Race by over 60 minutes; Dee Smith will be aboard for much of the season, Lee Otterson has one of the new Nelson/Marek designed Serendipity 41's on the way, which Ray Pingree will drive. Lee and Ray will be sailing his old Serendipity 43, Sioc, until the new boat arrives.

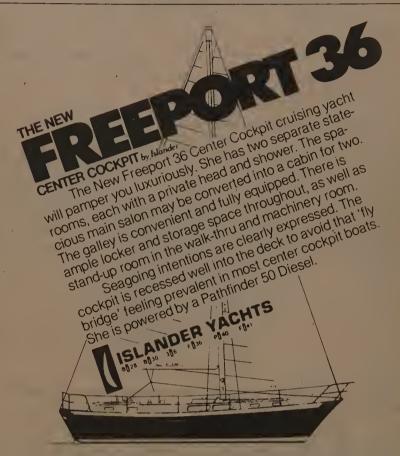
Clay Bernard's Davidson 50, *Great Fun*, will take to the ocean for the first time after great success in the last Big Boat Series. She looked like a dragster going to weather in a breeze during the Ano Nuevo Race, but appeared less invincible in lighter air and off the wind. Sparmaker David Hulse and the vociferous Jeff Madrigali will be aboard to make her go.

Irrational, Jaren Leet's fractional-rigged Peterson 41, returns to the ocean with John Bertrand, who may or may not join Blackaller in

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Sea Scout Division

San Francisco
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IOR & MORA

Newport for part of the summer. Bill Clute's Annabelle Lee, another boat that burned up the Big Boat Series, will take to the ocean for part of the season. The Peterson 48 will be lead by indefatigable grinders Ken Dondero and Warren Wilbur.

Other boats hitting the IOR trail this year include: Monique, Chris Gasparich's Farr 41; Confrontation, Dave Fladlien's Davidson 46' Audacious, J. Armstrong's Peterson One Tonner; Louis Lane, Bill Erkelen's Wylie 40; Damn Near, Bert Damner's fractional-rigged Kaufman 41; Bones IV, Bill Chapman's Stockton-based C&C; Gryphon, Bill Carter's J/36; Millenium Falcon, a new-to-the-area Choate 41; Matarere, a new Farr 36; Wings, Roger Hall and Peter Stocker's Serendipity 43; Lioness, a Peterson 33; and Killer Duck, a Wylie 34. This isn't is a complete list, but indicates the superb IOR competition we can all expect this year.

Courses

The Danforth Series: The weighing of the four Danforth Series races has been established, and was based on distance. The 25-mile Lightbucket Race counts 1; the 57-mile Farallones Race counts 2; the 75-mile Montara-Farallones Race counts 3; and the 99-mile Buckner Race counts 4.

The Bay Series. We will have 8 regattas this year, with one throw out. The IOR course committee created an entirely new set of bay courses to make things interesting. Courses have been tailored for each regatta, and there will be two different courses sailed. A & B classes will be racing on 21-24 mile courses, while C & D boats will be racing 13 to 16 miles.

The new courses were developed to be more interesting, longer, with fewer mark roundings, and to make maximum use of the bay tides. In our never-ending quest to make IOR racing the best, the May 18th Knox regatta will have Mile Rock for a weather mark. There was some controversy over this idea, but we decided to give it a try — how else can we tell if it's a good idea? In a second interesting development at least six of this year's races will have spinnaker runs for the final legs — at least that's how it shapes up now. There may be some problems if the HDA fleet intends to finish to weather across the same line.

Items of Controversy (behind the downwind finishes and Mile Rock Weather Mark).

- 1. The division of classes, considering the great influx of 'big boats'. We may have to adjust our thinking on the division breakdowns or Bob Klein and *Leading Lady* may end up in Division
- 2. Weather condition's judge. Should the IOR have a delegate who could inform the race committee prior to an event that the existing weather and/or sea conditions do not test the skills that we want to test, and therefore the IOR would not count the race in the series standings?

Safety Terms

Many of you will be reading this material on April 3rd at our Kick-Off Bash at the St. Francis YC Starting Line Room immediately following the season-opening Lightbucket Race. As you can tell we've lined up a band, lots of free drinks and hors d'ouevres for all race participants. I encourage all of you to raft up and be rowdy in our traditional IOR fashion — but please, drive safely on the way home so you'll be able to participate in the remainder of the tremen-

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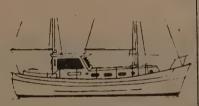


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IOR & MORA

dous IOR racing season.

- roger hall & latitude 38

MORA

The new racing season has just started for MORA with the fleet having completed the first race, the St. Francis YC's Lightship sprint about the time you read this.

This year we have another good turn-out, including a number of new members. Among the returning are the top boats from last year. Rolf Soltau's Santa Cruz 27, 86'ED, won both season overall and light boat section honors in 1981. Heavy boat section champ was Alex Malaccorto's Yankee 30, Rocinante and IOR section season winner was Dick Heckman's Olson 30, Saint Anne. Both are strong contenders to repeat. Two former world class ½ ton boats, Oooh No! and Animal Farm will be giving Dick a run for his money as will Carl Schumacher's ¼ Ton Champ, Summertime Dream, now owned by Robert Moore.

MORA divides the fleet into heavy and light boats based on the length/displacement ratio to provide more even competition. The turnout in the heavy section has increased this year with more Newport 30's, Islander 30's, Triton's, and Columbia's out. Barry Bevan's 1981 win of the MORA Long Distance Race to San Diego in an Ericson 27 may have convinced more sailors that their boats were still competitive.

In the light boat section Santa Cruz 27's and Moore 24's have been joined by three new Express 27's, a J/30, a Cal 9.2, and four Hawkfarms (which were switched from heavy to light to even the divisions out this year.)

There's still time to join MORA because the first race you missed can be your throw-out. The MORA season has both spring and fall series, each with 5 races and 1 throw-out. In addition, score is kept for the whole season using two throw-outs. Boats race both within their section and for fleet overall place. Of course there are also trophies for each race for section and overall. If that sounds like a lot of trophies up for grabs, you ought to see the display of hardware that gets carted home from the MORA trophy dinner every fall!

The next race will be an over-nighter to Half Moon Bay and back on April 17 & 18, while the big IOR boats go on to the Montara-Farallones grind. The whole MORA fleet rafts up in Half Moon Bay and goes ashore to party Saturday night. The next day a much subdued fleet races back to San Francisco. The camaraderie on the four overnight races where the fleet spends the night at Drake's Bay or Half Moon Bay are an important part of what MORA is all about.

To join MORA, just call the YRA office and ask Kitty or Debbie to send you an entry blank. You must have a boat less than 30-ft. that is self-righting with a fixed keel and a self-bailing cockpit. More information about MORA can be easily found in the new 1982 MORA Yearbook. To get a copy just call Johanna Weir at 522-4745.

MORA has two special races during the year. The first is the Monterey Race on May 7 & 8 and the second is the Long Distance Race to San Diego on the July 4th weekend. The heavier boats often cruise the Channel Islands for a while and then come back together after the race while the light, trailerable boats return at 55 knots apparent on Highway I-5. This year some boats will be staying in southern California after the race for the MORC Internationals being held in early August.

A new feature has been added to three of the races this year. Invitations have been sent to 12 One-Design fleets to come out and race with MORA in a special section in one of three difference races.

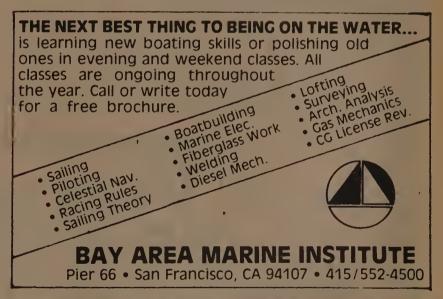
IOR & MORA

They will have their own start and trophy to race for.

At the Spring General Meeting held at the Richmond YC, it was announced that all boats sailing six or more races this year would be awarded a participation plaque listing each race completed. At the same meeting the fleet voted to begin weighing the races according to difficulty for scoring purposes.

See you at the starting line.









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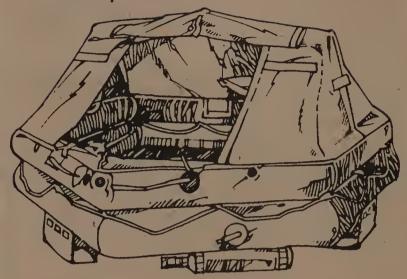
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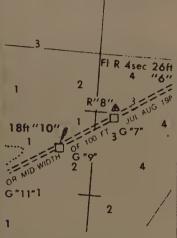
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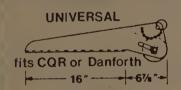
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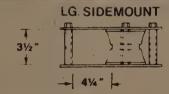


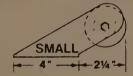
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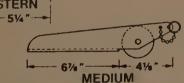
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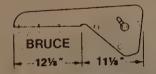


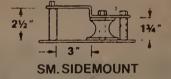


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ano nuevo

The 1982 racing season got off to an auspicious start on March 13th as 71 boats took part in the Ano Nuevo race. Due to some flukey air and rain, only 48 completed the 75-miler from Monterey to Ano Nuevo and back. The Monterey Peninsula YC put on a good show, with a pre-race party featuring free hors d'oeuvres and even some oysters on the half shell — which got gobbled up real fast!.

Winning the IOR division by a whopping 66 minutes was Irv Loube's Bravura, which had trailed Clay Bernard's second place finisher Great Fun at the half way mark by almost a half hour. Great Fun's fractional rig had her bombing along like crazy in the gusty beat up the coast past Santa Cruz, but downwind Bravura's masthead spinnaker and blooper made the difference. There seemed to be a lot of different opinions on how far west to go on the return leg, with Larry Stewart's Zamazaan going too far out and ending up fifth overall. Larry and Joe Burgin's Santa Cruz 50 Oaxaca came in third, with Georges McCormick's Macpac, a Wilderness 40, fourth.

In the PHRF divisions A and B, the local ULDB's ruled the day. There were 15 Olson 30's in the A division, with Doug Draeger's *Outrageous* the winner. B division had 7 Santa Cruz 27's and 5 Express 27's in the 25-boat group. Mike Martin and Tom Kincheloe's SC27 Hocus Pocus managed to beat Franz Klitza's SC27 Bloody Mary by four seconds, both crossing the line at 5:30 Sunday morning in the rain.

sf harbor patrol

Spring is not only the time for boat repairs, but also repairs for where boats stay. The S.F. Marina, for instance, recently completed installing new piers on the north side of the harbor, the ones immediately east of Golden Gate YC.

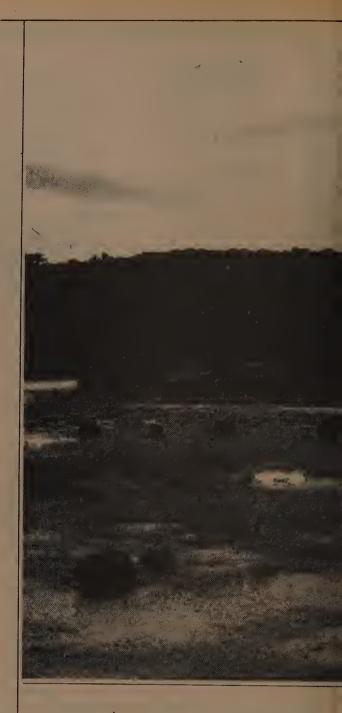
According to Bill Gray, harbormaster, it took $2^{1/2}$ months to replace the 15-year old piers. While most of the rest of the piers in the harbor last 25 years, these are more exposed to surge and have deteriorated at a quicker



pace. The new structures are reinforced with thru rods, heavy angle iron and thru bolts, as well as a hard plastic covering for the Styrofoam flotation.

Once the job was completed, Bill was anxious to get the boats back in their slips. The displaced berthers had been staying in the harbor's transient slips,

cont'd on next sightings page



nawiliwili

Cullen and Craig Clark recently took a trip (air) to Kauai. By and by they got to wandering around Nawiliwili Bay and "stumbled, literally, on the illustrious Nawiliwili yacht club" (pictured here), Hawaiian sponsors of the Ballena Bay Transpac.

Now to some folks 12 little rocks and a sign may not seem like much of a yacht club. Au contraire bro, this is no doubt just one more example of the 'less is more' minimalist school of tropical architecture designed to take maximum advantage of the warm

opening

This year's Opening Day extravaganza takes place on Sunday, April 25. The blessing of the fleet by members of the Jewish, Catholic and Protestant faiths will again take place in Raccoon Straits between 9:30 am and noon, followed by the City Front procession.

The theme for this year's boat decoration



y.c.

trades. Really, who needs walls, plumbing, and all that stuff, especially with the world renowned Club Jetty only a few broaches away?

While Nawiliwili doesn't have much of a yacht club, it does have Carl Stepath's Nawiliwili Marine for all the boat supplies you TransPac'ers, singlehanded and crewed, will ever need. Carl, who raced the Kauai TransPac on *Merlin*, can be reached at (808) 245-4635.

day

contest is "America The Beautiful", so make sure you bring along lots of red, white and blue. And remember, water balloons and Opening Day don't mix. The judges will even take points away from your yacht club's score if they spot you bombarding with balloons. But you wouldn't do anything like that anyway, right?

harbor - cont'd

which meant less revenue from visiting yachts.

Current visitor rates in the harbor are from \$3 to \$9 a night, depending on the boat's size, with a 30-day limit. It's first come, first serve, and they're almost always filled up. Good news for those who do score a slip though — there are plans to have showers installed adjacent to the harbormaster's office. Hopefully they'll be in operation by summer.

As for obtaining a permanent berth, be prepared to wait. Bill says the waiting list is about 9 or 10 years at this point. They recently had an opening for a 35-foot slip. When they started calling the top of the list, which numbers 825, they found the first person had died and the second one had sold their boat. The third one eagerly took, the slip.

look what we found

Last summer you may recall [Volume 50, page 65] a picture of the top section of the mast of Midnight Express, a 32-ft. Clipper Marine sloop which sank in the bay. The boat had been out on an evening sail from S.F. to Tiburon, and somehow they failed to clear the submerged rock just to the west of Alcatraz (there were rumors that the crew had been partying heartily). The crew was rescued by the Coast Guard, but when they pulled Midnight Express free she filled with water and went down.

Now here's the rest of the story. A salvage company raised the boat and

cont'd on next sightings page

what we found - cont'd

towed it to The Ramp Boatyard at San Francisco's China Basin. The insurance company surveyor declared her a total loss, but Gary Wheeler and Mark Johnson, boat carpenters at The Ramp, thought otherwise. They made a bid to the insurance company, had it accepted, and began repairs and renovations.

Gary and Mark have worked part-time on the boat for the past six months. Some of it has been plain old cleaning and repairing, and some has been inspired craftsmanship. The surveyor now reports that the boat is "as good as new, if not better".

The main task was the repair of two holes, measuring 2'x4', and 3'x4', on the starboard side. These were caused by the repeated pounding of the hull against the rocks before the Coast Guard pulled her off. It was a tedious, messy job to lay on sheet after sheet of heavy fiberglass roving, but they did it right.

Buckets of sand and sea water had to be carted out of the boat's roomy interior before the necessary cleaning, painting, trimming and varnishing could begin. They removed the diesel engine, cleaned it and checked it over and found it still works. They also took the opportunity to add some wood trim to the interior, as well as made a new rudder and tiller. Gary and Mark are big fans of wood and were glad for the opportunity to use it wherever possible.

But the most interesting discovery came when they were cleaning the mast. They found — a signal of distress? or maybe a souvening from a party in progress — a size 36D bra tangled up in the rigging!

All that's left to be done now is paint the hull. The proud owners hope they'll sell *Midnight Express* before spring, but not before they get a chance to sail her themselves. After all, she — and they — deserve it.

jennifer falloon

SOLC

The 1982 Southern Ocean Racing Circuit (SORC) is now history, and for the second time in six years, a San Francisco bay owner can claim both class and overall honors. Dave Fenix, who chartered the brand new Frers 51 Retaliation for the series, brought home the crown which Dave Allen, also of Belvedere, captured in 1977 with the legendary *Imp. Retaliation*, skippered by America's Cup helmsman Dennis Conner and chock full of veteran ocean racers from around the country, came from 20 points back in the final race to take the title.

Fenix is looking forward to the rest of the year, which he'll sail aboard his new Peterson 55, *Bullfrog*. The boat is due to arrive on the bay May 1st. His campaign includes Long Beach Race Week, the Clipper Cup in Hawaii (with Tom Blackaller at the helm), and the Big Boat Series. "If we can win all those regattas in addition to the SORC, I think that will have been a pretty good year!" he says.

The other bay area entry, Monroe Wingate's Serendipity 43, *Scarlett O'Hara*, with Alameda's Tom Blackaller driving, didn't fare quite as well, ending up fifth in class and 10th overall, pending a protest which will probably move her up one place. Nevertheless, for first-time participant Wingate, the experience was one of the high points in his life.

"It's like going to the best boat show on earth," he says. "You see all the state-of-the-art boats and gear, and you meet all the heroes of the sport. I thought it was just great!"

The protest which may affect *Scarlett*'s final position involves the winner of their division (Class C). *Victory of Burnham*. This Dubois 44 from England won over Bill Power's *High Roler*, the Holland 43 from southern California that did so well at last year's Big Boat Series. A protest was lodged against *Victory* when some of her competitors suspected her rating might be too low.

contidion next sightings page

hawkeye

If you were going to build a boat to sail around Cape Horn and then circumnavigate the iceberg-filled Southern Ocean, you would want a sturdy boat. Leo Gulley, who



has put in many cruising miles in the South Pacific, decided to go for a steel hull. His 38-foot, hard chine *Hawkeye* is the result. She's presently having her interior built in Alameda and should be sailing on the bay by early summer.

Building steel boats under 60-70 feet has never been popular here in the U.S.. But Leo, a San Francisco businesssman, noticed in his cruising that many of the European boats are steel. He went to the French design firm of Group Finot to get plans. They supplied him with drawings of a boat very similar to *Revolution*, an aluminum IOR yacht that has been on the French Admiral's Cup team since 1973 and which has been a very successful ocean campaigner.

Leo didn't particularly like the keel design, so he got Alameda's Carl Schumacher to draw a new one. Carl also redid the cutter sail plan for more efficiency.

The job of fabricating the boat went to

Petaluma's Millerick brothers, the same guys who built Josh Pryor's Ruby [Volume 49, p. 110]. It took about eight months to get it out of the shop, and two of those were spent painting.

One of the beauties of steel boats is in construction, because it's relatively easy to make one-off hulls. After laying the 'strong back', which is much like a wooden boat's keel backbone, the frames are dropped into place and the longitudinal stringers are welded on to form a cage. The steel plates are then welded over the cage to form the hull and deck. There are no molds needed such as you find in fiberglass or cold molded wood construction. To change the hull shape you simply alter the frames.

Hawkeye's hull and deck cost about \$29,000. Leo figures the total bill will come to about \$80,000, a not unreasonable price for a 38-footer these days.

Another advantage with steel is that you can customize the boat almost at will. If you want to move a fitting, you simply torch it off and reweld it someplace else. There shouldn't be any problems with leaks either, since the weld points, such as the hull/deck joint, are chemically and physically continuous. Hatches and through decks are another story, but they can leak even if the boat's made of gold.

Rust, of course, is a problem. Leo had the boat sandblasted inside and out. The interior and everything above the waterline outside received a zinc prime. The interior was then covered with four inches of hardened foam, to prevent rust and to insulate. The area below the waterline got primed with a polyamide epoxy. The latest LPU paints were used for the hull, including the graphics, which were designed by Leo's 12-year old daughter. Unfortunately, the paint job didn't turn out perfect (some paint seeped under the masking tape), so that has to be fixed before launching.

Except for a couple of unique features, the interior is conventional with a wood finish. What's special are the fuel, water and propane tanks, as well as the chain locker, all of which are welded to the hull and deck.

Leo hopes that *Hawkeye*, named after James Fenimore Cooper's heroic Indian scout in *The Last of the Mohicans*, will not only serve his cruising purposes, but also get some other Americans to consider steel boats.

sorc - cont'd

After the 1981 measurement fiasco — where two of the top three boats were thrown out for rating irregularities — everyone was super sensitive to this issue. The American boats had all been scrutinized heavily, and they weren't inclined to let this English entry slip through.

Actually designer Mark Soveral and Bruce Mark were suspicious of *Victory* at last summer's Admiral's Cup and wanted her protested. This wasn't done because designer Dave Pedrick said he'd checked her plans and she looked okay. Apparently Pedrick was wrong.

Reliable sources have told us that *Victory*'s March remeasurement in Florida by a U.S. and a Canadian measurer found her to rate 1.4-feet over her certificate. That's a little like finding a boxer had won with brass knuckles. To make sure everything was on the up and up, officials paid to have a Royal Ocean Race Club measurer flown in. The boat still rated 1.4-feet too high. Apparently the owner then suggested the discrepency might be due to the fact that *Victory* had originally been measured with slack rigging and in slings. Bending over backwards, the SORC officials loosened her rigging and measured her in slings — still 1.4-feet too high.

As we go to press the SORC has refused to comment on the remeasuring, but knowledgeable sources report that *Victory* will be thrown out of the Circuit by the first of April. A ramification of the incident is likely to be that all future foreign entries in the Circuit will have to be remeasured in the U.S.

Obviously when the top boat of the winning team in the world's most prestigious ocean racing event — the Admiral's Cup — turns out to be a fraud, it's another black eye for yacht racing. Some observers have found it especially disturbing because it was an English boat. They tell us that a certain amount of cheating is expected on the part of boats from Spain, Italy, France, and the South American countries (in the Rio-to-Buenos Aires Race the engines must be physically sealed to prevent motoring) because of what they perceive to be the 'it's okay to cheat if you don't get caught' sentiment. It's also interesting to note that one observer, a very long time and successful ocean racer, tells us that he believes there is simply no way that the designers of these boats don't know that certificates are wrong.

Below are the standings for the SORC, prior to any announcement over the status of *Victory* of *Burnham*. We've listed the top three boats in each division, and other entries of interest.

	Boat(Design)/Master	FLEET
Class A	1. Windward Passage, (Gurney 73) / Rumsey: 2-5-1-5-1-2	18
(10 boats)	2. Running Tide (S&S 60) / Van Metre Jr. & Sr.: 1-2-7-1-2-5	26
,	3. Kialoa, (Holland 80) / John Kilroy: 3-4-3-6-3-1	28
	6. Ondine, /Milgram 79) / Huey Long: 6-6-5-7-7	47
	7. Condor, (Holland 80) / Robert Bell: DS-DS-2-2-8-3	55
Class B	I. Retaliation, (Frers 51) / Conner, Fenix & Whidden: 4-2-1-5-6-1	1
(16 boats)	2. Bla Carat, (Frers 51) / Rolph Gustafson: 5-1-10-4-8-6-5	5
	3. Scaramouche, (Frers 45) / Kirsch & Batts: 1-11-5-3-2-7	14
Class C	1. Victory, (Dubois 44) / Trevor Bailer: 1-3-1-13-5-2 3 protest	pending
(15 boats)	2. High Roler, (Holland 43) / William Power: 6-6-4-2-6-3	4
	3. Locura, (Soverel 40) / DeGuardiola & Soverel: 5-2-10-10-1-9	9
	5. Scarlett O'Hara, (Serendipity 43) / Wingate & Blackaller: 3-9-5-7-2-6	10
	7. Your Cheatin' Heart, (Frers 41) / Dreyfus & Kolius: 7-13-3-8-3-7	22
Class D	I. Razzle Dazzle, (Irwin 41) / Ted Irwin: 9-3-1-3-2-2	2
(16 boats)	2. Big Foot (Norlin 39) / Per T Save: 8-2-3-1-3-5	8
	3. Storm Bird, (Jones 43) / Richard Matthews: 1-1-2-13-1-10	12
Class E	1. Right On, (DBI 33) / Karl von Wendt: 1-3-4-1-1-3	7
(18 boats)	2. Right Move, (DBI 33) / Mike Ronneberger: 4-2-3-9-2-4	20
	3. Chiquita, (Ericson 39) / Millard Ripley: 7-6-1-15-5-1	20

so near yet so far

For Skip Wright, a carpenter from Richmond, and Chuck Jaggett, a medical technician from San Francisco, delivering the Islander 36, J.B.Express, from Santa Barbara to Monterey was almost completed with minor difficulties. They'd hit a gale off Pt. Conception with winds to 40 or 50 knots on February 16th, and the next day the engine conked out. That left them without batteries and radio, but they figured they'd keep on going rather than turn back.

Both Skip, 40, and Chuck, 37, are experienced sailors. Skip has done the LA-SF trip over a dozen times and one to Hawaii. Being without power didn't bother them much. The boat sailed beautifully under reefed main and



Skip, Vera and Chuck.

a variety of headsails. By Saturday night they were off Carmel, but fog kept them from going into Monterey Bay.

By Sunday afternoon the fog had lifted and they tacked out to sea in the light northerly to clear Pt. Pinos. On the tack back in the wind died, leaving them about 2-miles from shore. Their spirits were high and they prepared to deboard.

"We were already in our shore clothes and trying to figure out how to get a ride back to San Francisco," recalls Skip. But as Yogi Berra used to say about baseball: "it's not over until it's over".

Skip and Chuck soon noticed a line of white caps descending from the north. They quickly pulled down the big genny and replaced it with the 110. The wind jumped from 0 to 35 knots, and soon built to 50 with gusts of 60 and seas building to 12-feet.

Consulting their handy *Pacific Boating Almanac*, Skip and Chuck read that gales were very uncommon off Monterey, although there are gusts of 45-50 knots during the winter. They assumed it was the latter and decided to heave-to and let it blow itself out. *J.B.Express* had spent her first four years in southern California, and consequently, was rigged for light air. Under the onslaught of the storm, however, things began to malfunction. At one point, Chuck remembers, that the turnbuckles were flopping on the deck, the shrouds had stretched so much!

About 1 a.m. the next morning the jib started pulling out of the foil headstay, so they lowered it and keeping just the double reefed main up. They tried to duck into the small boat harbor at Santa Cruz, but on the way the tabling blew out on the main's leech and they had to head out to sea.

By Tuesday night, February 23, they found themselves lying ahull in the big seas and howling winds. Chuck says Doug McNaughton's description of the incredible noise of a gale is true; they sat in the cabin listening to the "white noise". Around midnight they fell off the back of one wave and rolled

cont'd on next sightings page

buy a boat,

The S.F. Bay In-The-Water Boat Show, which will run April 16-26 at Alameda's Mariner Square, features the latest boat sell ing gimmick. Anyone who buys a Morgan 46 at the show will get a free mink coat! A great inducement to get the wife to go along, we suppose. Not only that, anyone who buys a Morgan 38 at the show receives a free trip to Hawaii. Such a deal!

Those not willing or able to make these purchases shouldn't feel shortchanged, however. Bruce Farr, the New Zealander yacht designer, will be the special guest of the show. He'll be there to introduce his new 48-foot Sangvind, a high performance cruising sloop which will compete in the July 4th S.F. to Kauai race. Bay area sailors will recognize Farr's local efforts: Larry Stewart's Zamazaan, Dean Treadway's overall Transpac winner Sweet Okole, and Greg Quilici's Antipodiste.

While New Zealander Farr will be here showing one of his designs built here in the U.S. (San Diego), Oakland's Gary Mull will be at the show with one of his designs which is being built in New Zealand, the Mull New Zealand 45! Gary will also showcase the Korean built Concept 44.

Besides meeting Farr and Mull, boat show goers can shake the hand of Doug "Hurricane" McNaughton, who's scheduled to be aboard the Express 27. For those who'd rather do it than talk about it, you can get a

on the mend

The Richmond YC hosted a big bash on February 27th for Howard Robinson, the beloved bay sailor who suffered a stroke last fall. Howard and his wife Edna have been mainstays in the local small boat racing scene and youth programs, and Howard was a pretty fair El Toro sailor himself. He won the annual Bullship Race in 1979 in a fleet of 100.

Lynn Huntley and Vicki Gilmour organized the benefit, which followed the final small boat mid-winter regatta at Richmond YC. The 100 plus people in attendance donated almost \$3,000. That amount represents about 30 weeks of physical therapy for Howard. He has already regained use of the right side of his body and his doctors predict that with continued therapy he'll sail again.

Anyone wishing to donate can send checks made out to "Howard Robinson

get a mink

ride on one of Bill Lee's Santa Cruz 50's. The free two-hour sails will take place in the evening, and you have to sign up beforehand. First come, first serve.

The meat and potatoes of the show are the boats. Here's a rundown of some of what you can see: the new Sonoma 30, Express 27, Olson 30, Pyramid 660 and 21, eleven models of Lancer Yachts from 25' to 45', five models of Tartan Yachts, four types of U.S. Yachts, Cavalier 39, Hans Christian P.H. 44, Cheoy Lee Motor Sailor 43, Albin 42, Scylla 36, Gulfstar 39, King's Legend 41, Freedom 25, and the Jomar 55. There'll be Nordics, Freeport's, Morgan's, Bristol's, Islander's, Ericson's, Endeavor's, S-2's, FD-12's, Valiant's, Crealock's, Passport's, Hunter's, Pearson's, Hobie Cat's, Windrose's, Balboa's, Catalina's, West Wight Potter's, Dover Dories, B.J.'s and

Show hours are 11:30 to 6:00 on weekdays and 10:00 to 6:00 weekends. Cost is \$5.00 for adults, \$2.00 for ages 6-16, free for 5 and under. A \$2.00 return pass allows unlimited access throughout the show. Free parking. Don't forget to wear deck or soft soled shoes.

The show is easy to find. Go thru the 'Tube' to Alameda and crank a hard right at the first opportunity. Follow the crowds from there.



Fund" to either the Richmond YC, P.O. Box 295, Point Richmond, CA 94807, or to Lynn Huntley, c/o: DeWitt Sails, 1230 Brickyard Cove Road, Point Richmond, CA 94801.

so near - cont'd

violently back with the next. Skip was thrown across the cabin, wrenching his back. Chuck recalls looking down at the windows and seeing an eerie green glow; he had an awful feeling they were going to sink.

The roll blew away two of the hatchboards in the companionway. Water rushed into the cabin, exploding, among other things, the dish soap container. In the slippery mess, Chuck and Skip bailed furiously with the coffee pot. They cleaned up as best they could and then looked topsides. The mast had cracked 4-ft. above the deck. They later decided that the mast column had been weakened from too many fittings.

They also discovered that the cockpit lockers had flown open in the roll, and a considerable amount of gear had disappeared. All the winch handles were gone, except for one which had been locked into a winch.

To prevent another roll they let out the anchor, which kept them into the wind. It got them through the night. In the morning they were about to cut the mast away, but changed their minds. Using the reaching and spinnaker poles, they splinted the mast like a broken leg and ran downwind. Under bare poles and dragging the anchor they were making 9 knots! The "uncommon gale" slowly started to blow itself out.

Without food and a minimum supply of tools — a crescent wrench, pipe wrench, screwdriver and knife — Chuck and Skip continued to jury rig their wounded bird, knowing their only chance was to be able to sail back to the coast. They rigged a halyard over the lower spreader and hoisted the 110 jib from the clew, with the head attached to the stern. They got another halyard over the upper spreader and flew the 110 as well.

By now *J.B.Express* was down to 34° latitude, a position verified by sextant. Their chronometer had been washed out so they couldn't establish their longitude. Heading east on a beam reach, they knew they'd hit land sooner or later. On Friday night, February 26, they rejoiced at spotting San Miguel, the westernmost of the Channel Islands.

After poking into a cove at San Miguel and finding no one around, they continued on to Santa Barbara. Running out of wind with 4-miles to go, Chuck flagged down a passing oil rig tender by signalling with a mirror. The Coast Guard came out with a big cutter and pulled them in the rest of the way. The boat's owners, Skip's wife, Vera; and Chuck's girlfriend, Carlene; were all notified and rejoiced at their safe arrival. Out eleven days, the J.B. Express had made the papers.

What are some of the lessons to be learned? Skip swears he will never go to sea again without some sort of survival pack. Although they had plenty of water, they went five days without food. Having some emergency food packets as well as tools would have made the experience a bit more comfortable.

Both Skip and Chuck realize they lay ahull too long in the storm. They were reluctant to turn and run with it because that meant losing their north position. They report that the Islander 36 rode the waves very comfortably, until the seas started breaking and they got rolled. The only design defect they found was the unusual companionway hatch arrangement. There was no way to seal the boat up while they were inside. The top boards flew out allowing water to pour in; a major problem.

twilight series

As the days grow longer, the sailor's thoughts turn to the traditional evening races, where the winds begin to die down and the sun's fading light casts a golden glow. The main idea behind evening racing is to have fun. Several of the series are scheduled on Friday nights, so you can start the weekend off on the right foot.

Here's the scoop on the series we know about. If you forget the dates, you

cont'd on next sightings page

twilight - cont'd

can find them each month in the Calendar section. Also, if you don't belong to a yacht club, check with the sponsoring club to see if they require YC membership to race before signing up.

Sausalito Cruising Club

Starting at the mouth of Richardson Bay, the SCC's evening series runs divisions for PHRF and one-design. There's a \$20 entry fee and the dates are: May 21, June 11, 25, July 9, 23, August 13. August 20 will be the make-up date. Call Paul Damour at 569-0867 or the club hot line, 332-9349, for full details. (You need not belong to a yacht club.)

Corinthian Yacht Club

The CYC series, sailed in and near Raccoon Straits, is open to anybody, with both spinnaker and non-spinnaker divisions. The Friday night dates are May 7, 14, 21, June 4, 11, 18, 25, July 9, 16, 23, 30, August 6, 13, 20, 27. Look for entry blanks at your local yacht club or call Dottie Isaacson at 435-4771 for details.

Encinal Yacht Club - Spring and Fall Series

Alameda's Encinal YC puts on their spring twilight series in the Oakland Estuary. Dates are May 7, 21, June 4, 18, and July 9. Entry fee is \$15. A medium priced dinner is available at the club afterwards, and overnight guest docking can be arranged. Encinal plans to challenge other twilight series racers on the Estuary to a sail-off on July 24th to determine the best of the best.

The EYC summer twilight series dates are August 6, 20, September 3, 17 and October 1. Entry forms are available from Encinal YC, (415) 522-3272 or Bill Wahl, (415) 792-6454.

Golden Gate Yacht Club

This is a two-part series, and you can participate in one or both halves. The



dates for Series One are April 23, May 7, 21, June 4, and 8. Series Two runs on August 6, 13, 27, and September 10. The entry fee is \$10 for each, \$15 for both. IOR or one-design starts will be given only if 5 boats enter before April 12th. For more information, contact Dana Pettengill at the Golden Gate YC, Foot of Scott St., S.F., CA 94123 or call 346-2628.



wanna haircut?

Might try the place with the new barber-

"prof"

One of the important behind-the-scenes people in sailing passed away recently, Stedman "Prof." Hood. He was the father of Ted Hood, noted east coast sailmaker and racing skipper. Prof was a chemist by trade and helped Ted build Hood Sails into a potent force in the sailing world. Two of Prof.'s

syra

The Small Yacht Racing Association, or SYRA — not to be confused with the SBRA, Small Boat Racing Association [Volume 57, page 104] — kicks off its 1982 season on April 18th with a one-race contest off Knox Buoy. This is the first of 13 race days on this year's SYRA schedule.

Member classes in the SYRA are Cal 20's (without spinnaker), Electra, Ericson 23, Moore 24, Rhodes 19, Santana 20, Santana 22, Venture 24/25, Soling, Wylie Wabbitt, and perhaps the Olson 30. For \$35 you too can partake in some exciting racing and meet new friends. Write to Edna Robinson at P.O. Box 487, San Leandro, CA 94577 for an application.

ron, tom, dennis, bill @ valentin

An English sailing magazine called *Dinghy and Boardsailing* recently ran an interview with Valentin Mankin, the great Russian sailor. His name might not be a dockside word here in the U.S., but on the international one-design racing circuit, he is near legend. Mankin won the gold medal in the 1960 Olympics sailing the singlehanded Finn and then went on to win both a gold and silver in the two-man Tempest class at the 1972 and 1976 Olympics. He is now racing Stars, with an eye on the 1984 Olympic Games in Los Angeles.

In talking about the importance of the crew on a Star boat, Mankin made the following comment: "In my opinion, Ron Anderson is the best crew in Stars anywhere. He won with Conner in the Europeans at Kiel in 1977 — they had five first places! Ron has won perhaps five world championships with different skippers."

Ron, who owns Anderson's Boat Yard in Sausalito, was pleased to hear the Russian thought so highly of him. He admires Mankin as well, and says he is incredibly strong and fast in heavy weather. Ron also says Mankin has a lot of pressure to perform well, and after the 1977 Star Worlds, his coaches gave him incredible heat when Conner and Anderson swept the series.

Dennis and Ron showed up for that regatta in a brand new boat, the same type Mankin had, but they had never sailed in it before. They'd heard the Russian was fast, so they jumped on him from the opening gun. The Americans were fast and lucky — Ron says no matter what people say, luck plays an important part in winning races — and Mankin couldn't quite measure up.

"We'd see Mankin hit the dock," recalls Ron, "and he'd disappear for two hours with his coaches. You could tell they weren't being easy on him."

Ron won two Star worlds with Conner, and he won one with Tom Blackaller. He won the Star Olympic Trials in 1980 with Seattle's Bill Buchan. He's also crewed for Wisconsin super sailor Buddy Melges in Stars . Having had the unique opportunity to sail alone with four of the top racing sailors of our time, he has some interesting reflections on their styles.

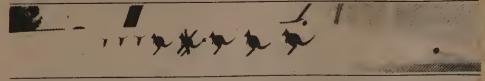
They all achieve the same results, he says, but they all do it in different ways. Conner is best in light to moderate airs, while Blackaller really shines in a breeze. "Tom's a real bull in a blow," he says, "and he gets real aggressive." He also notes that Conner, who has been painted as a pretty low-key character, can be just as volatile as Blackaller when things aren't going his way.

Ron's favorite, though, is Buchan, whom he says is the most consistent over all wind ranges and who takes what comes and simply makes the best of it. Ron can be hanging out over the side of the boat and tell Bill something doesn't feel right and Buchan will make a few changes to put the boat back in the groove with very little fuss.

Ron's not too shabby a skipper in his own right, and had plans to campaign an Etchells 22 in the upcoming world championship here on the bay. He decided against it, though, after having a knee operation, the latest of several. For now he's hung up his foul weather gear, although he would consider sailing for Buchan again if he was asked.

behind the sixes

Last month we reported on some local sailors who had gone to Australia in January for the 6 Meter American-Australian Cup. John Bertrand and his



crew of Ken Keefe, Paul Cayard, Bill George, and Steve Jeppesen, sailing

cont'd on next sightings page



pole just outside the Gate. You enter via Jacob's ladder. It's \$5 for a butch, \$17 for a 'spike', and \$27 for a razor cut blow dry. MasterCard and Visa accepted.

more recent projects were the development of a sailcloth for cruising boats that resisted the sun's ultravoilet rays, and a coating applied to seam stitching to help prevent threads from chafing.

May his final anchorage be warm and sunny.

The 1982 schedule is:

THE TYPE SCHEDULE IS.			
Date	Races	Course	
4/18	1	Knox	
5/9	1	Paradise Cay	
5/29	1	South Hampton	
5/30	1	South Hampton	
6/12	1	Knox	
6/13	1	Knox	
6/27	1 '	Emeryville 🕡	
7/17	2	Cityfront	
7/18	1	Cîtyfront	
7/31	1	Emeryville	
8/21	1	Knox	
8/22	1	Knòx	
9/11	1	Cityfront	
9/25	Make-up	South Hampton	

6's - cont'd

St. Francis VII, defended the cup against Australian challenger Arunga VI, skippered by Frank Tolhurst. The young American team won all five races, but were DSQ'd from the second heat for 'pumping'.

Steve Jeppesen, sailing his first 6 Meter campaign, wrote a lengthy article on the program. Unfortunately, space restrictions don't allow us to run the whole piece, but we do want to share some of his story. What interests us his his descriptions of some of the behind-the-scenes insights that don't make the headlines, but which characterize the human quality of such an endeavour.

Our preparation for the defense of the 1982 Australian-American Cup began on a December morning in 1980. I remember that morning, and thinking, "What the hell am I going to do on a 6 Meter?" I would be sailing on St. Francis VII with a group of people I had grown up racing against. John Bertrand was going to drive; Paul Cayard was going to pull jibs in; Ken Keefe would keep the boat together and trim; that left the foredeck for Craig Healy and me! Healy was bigger, stronger, and quieter than me so he got the mainsheet and the position closest to John on the boat. That meant that I got the job in "Niagara Falls", the name affectionately given to the forward position on the boat. A 6 Meter is about the wettest boat I've been on; water is always pouring over the forward edge of the cockpit.

During the first few months, the communication system was established on the boat. Ken and Paul yelled, mostly to each other or at me, while Craig and John had quiet conversations about the boat's trim. We would do 20 mark roundings, 50 tacks, 30 jibes, all on December mornings before lunch . . . I hated it. There is nothing worse than sitting under Niagara Falls on San Francisco Bay in the winter cold, attempting to pack a chute, and listening to four other dirtbags (one of our nicknames) laugh, and ask if a snorkle might help!

The last stateside race for the boat was the defense of the San Francisco Perpetual Trophy on June 6, 1981. We successfully defended against Newport Harbor Yacht Club's *Discovery*, in what would be the windiest race of our 6 Meter sailing career to date. It was so windy that afternoon that if Ken wanted to check the jib trim, Paul had to stand up in front of him and block the spray from his face.

With so much time spent waiting for wind [at the 6 Meter Worlds in Switzerland], we got really good at miniature golf, riding bikes and excellent in the repairs of notorious 'gank'. A gank is what happens when a bike has too much weight on its wheels and they collapse. The most spectacular gank occurred as I stood with one foot on each of Healy's and Cayard's bikes as they rode side by side. We did this for some distance, and then Bertrand decided to get on behind me — you guessed it, double gank.

From the start of our program, the crew had done all the work on *St. Francis VII*. Every piece of gear on the boat was someone's responsibility, and because of that, the only thing that ever broke in a race was a boom vang. Everyday after sailing, a worklist was drawn up, and it usually amounted to 10-15 man-hours to complete. We could repair almost anything, given one evening, because we had the tools to do so and the knowledge required. Before the American elimination series we changed masts twice, and had every fitting apart and serviced at least once (6 Meters have a hell of a lot of fittings, too!)

The Royal Prince Alfred Yacht Club is located in the town of Newport, at the end of narrow Pitwater Bay. Every race day, we had a 90-minute tow out to the race area in the Ocean. The ocean is notorious for the seas that it kicks up. The waves at times were big enough for a 6 Meter to surf; now, I know a 6 Meter can't surf, but we did it a number of times. Believe me, it's scary to be on the bow of a 6 Meter in those conditions. One second you are 10-ft. over a trough, and you know what's coming. The boat slows, the wave goes by, and you lose sight of the bow as it disappears into the back of the wave. I put

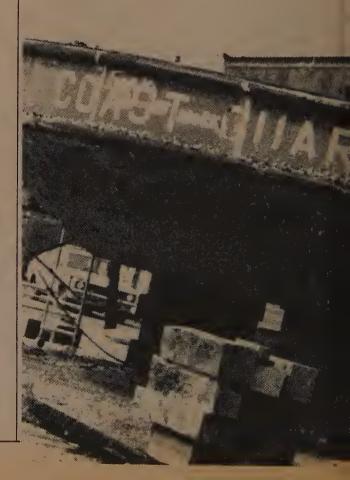
lightship clean-up

Looking like its nickname, the 'Lightbucket' is under repairs in Richmond, and won't be back on station until mid-May — a month later than originally estimated. Not to worry, though, because there's a temporary buoy out there right now filling in, according to the Coast Guard.

Part of the reason for the extra month is because some vessel, as yet unidentified, smashed into the Lighted Navigation Buoy, as it's officially known, last December. Whatever hit it was big, because the top of the 42-ft. tower is smashed in like a beer can lying on the side of the road.

The Lightbucket was due for repairs anyway. It takes 2 weeks for the Coasties to take off all the sensitive gear, like engine generators, radio beacon equipment, fog signal, and lights. After that, they farm the cleaning and repairing out to a subcontractor, who has five weeks to make "LNBalts" — Coast Guardese for LNB alterations. After that the gear is reinstalled and they run all the systems dockside for 2 to 3 weeks to make sure everything works. Finally they tow it back out and put it back on station.

And that's your Lightbucket repair lesson for the day.





handles on the foredeck just to hold on downwind! It was kind of like white water river rafting without a raft.

All of us who sailed *St. Francis VII* started as dinghy racers. We physically worked our 6 Meter all the time. No sail was ever cleated. Upwind, the main and jib were worked constantly as John described each wave to Ken and Bill. Even in tacks, I eased the jib halyard, main cunningham, and main outhaul — of course they were pulled in as the boat gained speed. Off the wind, Paul would constantly work the spinnaker sheet, and Billy worked the mainsheet directly from the boom. The afterguy, topping lift, and foreguy were also always played by Ken and myself. That's how we sailed the boat, and we were protested in the second race by *Arunga VI* for "pumping, rocking, and ooching".

The odd thing about our disqualification was that it had surprisingly little effect on our attitude — we knew we would win. The most difficult thing to handle with regards to our disqualification was what to do with the Kangaroo. After each race in Australia, we put up a hash mark representing a win. Against *Ranger*, we put up little red longhorn steers just like those on the Fort Worth Boat Club's burgee. Against the Aussies, we put up little blue kangaroos (Arunga is a large kangaroo). We put up the hash marks just as soon as we crossed the finishline. However, after the second race with *Arunga VI*, we put up the "roo" with a little red flag on its tail. After we were disqualified, we decided to put a red X through that "roo". Once that was done, we could get serious about watching the Super Bowl the next morning.

A lot of friends from America were in Sydney for the Australian 18 Worlds. January 25th was a lay day for them, and they all traveled 20-miles north to our house to watch the Super Bowl. We got to see the Super Bowl live on the third day of our series at 8:00 in the morning, complete with a beer-drinking rooting section. That game was not over when we had to leave the dock at 11 a.m.

There are several rituals we went through every day at our little rented house. John would get up a little before us and start breakfast — eggs, pancakes, cereal, toast, juice, coffee, tea, and music. The rest of us would get up, set the table, and begin the postcard ritual. We all sat around the breakfast table and helped each other write our postcards. After the breakfast dishes were done, it was down to the boat for a few hours' work on the boat.

Race Four (of the final series) was sailed in very rough conditions. We started this race three times because marks were drifting due to 24½ mph winds and seas of 10-12 feet. We got the lead early after this start and never gave it up. We had to pump all the way around the race course, and had to 'bucket' several times. At one point Ken and Billy were pumping for all their worth, while Paul and I had to face each other and bucket. This was the only way we could position ourselves to get the job done. Paul would go down for a scoop and come up with a bucket full just as I was going down. Four or five times in a row we alternately came up with our buckets and nailed whoever was going down for a new load, right in the face. We did not do this on purpose but it was so funny that the four of us inside the boat started to laugh so hard — while we were sinking — that John peered into the cockpit with a helpless look on his face and asked if we would make it.

When the series was over, there was the usual celebrating and the usual parties. I would describe them, but I don't think I was supposed to have that much fun.

steve jeppesen

rumors, rumors

Did you hear the one about the plan to sell berths at Pier 39 for between \$1,000 and \$1,700 a foot? And you thought your house payments were

cont'd on next sightings page



rumors - cont'd

bad. Actually, the proposed plan is just that, proposed. According to George Hagerman, harbormaster at Pier 39, it's just one of several options now being considered to finance the permanent breakwater they need to put in. The bill for the breakwater will be over \$5,000,000. The final decision rests with the owners of the Pier, Moor and South.

what's this?

Duende — Cal 40 — Jim Coyne — San Francisco Dealer's Choice — Islander 40 — Don Wilson — Orinda Special Edition — Wilderness 30 — Eric Sultan — San Jose Flying Cloud — C&C 30 — Dennis Shortz & Dennis Beckley — Pinole Genesis — Pearson 530 — S.F. Sailboat Association — Phoenix Mıra — Ranger 33 — Jerry Hansen — Santa Cruz Easy Passage — Ericson 35 — Richard Cavanaugh — Soquel Mariki — Olson 30 — Stephen Cook — Carmel Temptress — Swede 55 — Jim Walton — Danville Abraxas — Tartan 37 — Jim Scovel — San Francisco Great Fun - Davidson 50 - Clay Bernard - Pt. Richmond Alax - Santa Cruz 33 - Walter Schwenck - Anacortes, WA Bullet — Olson 30 — Geoff Eisenberg — Santa Cruz Sangvind - Farr 48 Custom - Jerald Jensen - Fremont Swiftsure - Frers 58 - Sy Kleinman - San Jose Free Run — Tradewinds 40 — Robert Miller — Santa Margarita Gypsy Warrior — Freya 39 — Rick Gio — Santa Rosa Starkite — Catalina 30 — Jim Corenman — Alameda Merlin — Lee 67 — Merlin Syndicate — Northern California

It's the entry list, as of March 18th, for the Ballena Bay YC's San Francisco to Nawiliwili, Kauai TransPac which starts July 4th. Many other boats including some of the Pan Am Clipper Cup entries are expected to sign up soon. Since the race will be limited to 75 boats, you'd better hurry up and get your application in before the last minute rush. May 1st is the deadline.

The Ballena Bay TransPac is significantly different from the traditional L.A. to Honolulu Race. You can compete under the IOR or PHRF rule; your boat can be as long as 70-ft. but as little as 30-ft.; you only need a crew of 4; and the boats are not required to have inboard engines. You are, however, required to have \$1 million insurance, a fact that is jacking insurance premiums way up.

Since the race is mostly a broad reach and a run, entries look to log fast passages. The Merlin group, who will be sailing the current Honolulu and Kauai TransPac elapsed time record-holder, will be gunning for a new record.

As with the first Kauai TransPac, the finish line will be just around the corner from Race Headquarters at the Kauai Surf Hotel. This is a particularly tranquil and lovely setting for crews to recuperate and for friends and family to soak up the sun. So you wives might encourage hubby to enter.

If the race sounds tempting to you, why not give Sandy Hansen a call at (415) 939-6776. But remember, the entry deadline is May 1st, so you must act fast.

if that was the transpac entry list, then what's this?

Karl Burton — Magic — Columbia 57 — Los Angeles

Don Eldridge — Skol — Valiant 32 — Atherton

Jack Van Ommen — Fleetwood — Naja 30 — Tacoma

Ted Robinson — Crusader — 52-ft. Cross Trimaran — Newport Beach

cont'd on next sightings page

killer

What's this? The Easter Bunny making an early visit? A transvestite *Playboy* bunny? The latest endangered species found on Angel Island?

Actually, it's Bill Coverdale of San Rafael



more

Charles Tobias, the man from Pusser's Rum, will discuss sailing, rum and the vagaries of life on Friday, April 30, in San Francisco. The S.F. Chapter of the Oceanic Society will host the event, and possible topics for the evening include: Chuck's abandoning high finances to discover hidden islands in the Mediterranean, buying a 60-ft. ketch from Ernest K. Gann, whale hunting.

a call

The Wilderness-Burns 21 Association is looking for lost boats. They ask that anyone who owns one of these boats and isn't on the mailing list, please get in touch with them so they can sent you info on sailing and social activities. The class national championships are scheduled for August 21-22. Drop a line

rabbit



celebrating his 50th birthday on the picnic grounds of Ayala Cove. Notice the crown and medallion with the "50" emblazoned on it. The apron reads: "Over fifty and still feeling".

The jockey shorts with the cotton tail and "Killer Rabbit" written on the front refer to Bill's new boat, an Olson 30 by the same name. Bill's a long-time veteran of the Folkboat class, but he decided to make a switch to a more up-to-date racer. (Maybe it has something to do with reclaiming lost youth, etc.)

Anyway, the party was a smash, including a giant chocolate cake which got shared by many of the surrounding picnickers. At dusk, Bill fluffed up his tail and sailed *Killer Rabbit* off into the sunset.

pusser's

lunch with the Queen of England, and the allotment of Pusser's Rum to the Royal British Navy. We imagine there will be some of the spirits on hand to taste as well.

The event starts at 2000 hours in Bldg. C, Room 100 at the Fort Mason Center. A \$4.00 donation is requested. Reservations are recommended. Call Landis, 441-5970, or Chris Kafitz, 524-9655.

in the wilderness

or call: Wilderness-Burns 21 Association, c/o: Hogin Sails, 1801-D Clement Avenue, Alameda, CA 94501, (415) 523-4388 or (415) 523-0173.

In case you didn't know, this 21-footer is now being built by Santa Cruz Boatworks, which is run by Lee Hoge & Rick Spencer.

what's this? - cont'd

Al Moglich — Prevail — Cheoy Lee 44 — Vallejo David Schael — Unnamed — Freedom 25 — Malibu Harold Upham — Joshua H. — Columbia 8.7 — San Leandro Jocelyn Nash — El Gavilan — Hawkfarm — Richmond Leonard Jackson — Windlass — Endeavour 32 — Fremont Carl Nelson — Saltshaker — Moore 24 — San Francisco John Carlson — Unnamed — Freedom 33 — Seattle Randall Waggoner — Radical — Custom 24 — San Francisco Paul Connolly — Bit — Aphrodite 101 — Hillsborough David Hamilton — Restless — Peterson 33 — Santa Barbara Peter Brown — Illegal Grin — Olson 30 — Bay Area Charles Kite - Hi-Flier - Newport 30 MKII - Marina del Rey Chuck Hawley — Collage — Olson 30 — Sausalito Jim Gannon — Unnamed — Sonoma 30 — Petaluma Frank Dinsmore — Francis Who? — Olson 30 — Fair Oaks Roger Paine — Maltese Falcon — Cal 2-34 — Concord

This is the entry list for June 19th's Singlehanded Sailing Society's Third Singlehanded Race from San Francisco to Hanalei Bay, Kauai. As we write this, there are still two weeks until the April 1st entry deadline, and at least 10 more entries are expected. If you read this after the deadline, you may have to plead extra hard to be admitted to the race, but they'll let you in.

As we look down the list, we find that only two of the twenty entries have done both previous singlehanded TransPacs. That would be John Carson of Seattle and Harold Upham of San Leandro. For Carson it's a different boat every time; a Crealock 37, a Cal 40, and now a Freedom 33. Harold Upham has stuck with his Columbia 8.7 all along. Harold's an interesting character who took up Singlehanded TransPac's after two sessions of open heart surgery. We still have a business card he gave us prior to that first race way back in 1978; it reads "Harold Upham, retired. Available for hunting, fishing,



golf, etc." - nowhere does he mention sailing.

Several of this year's entries have done one Singlehanded TransPac. Karl Burton, and Jim Gannon did the first race in 1978. Burton actually didn't finish the race, dropping out to one of the other Islands after rib injuries. Gannon, sailing Golden Egg, one of the Freya 39's he builds, was the first big boat to finish, only 13 minutes behind winner Norton Smith on his Santa Cruz 27 Solitaire. [In that first race the big boats started several days after the small boats.] This year Gannon will be sailing the Carl Schumacher-designed lift-keel Sonoma 30, a yacht Gannon has recently put into production.

Don Eldridge, Chuck Hawley, and Frank Dinsmore are all veterans of the second race. Eldridge had to drop out at Hilo because of illness in the family, but will again take his Valiant 32. Both Hawley and Dinsmore have traded last year's boats for Olson 30's, and are intent on smashing Norton Smith's monohull elapsed-time record.

The multihull elapsed time record belongs to Michael Kane's trimaran Crusader, a record established in 1980 while his wife was having a baby. Michael won't be back this yar, but Crusader will be, with Ted Robinson at the helm.

datelines: redwood city

Pete's Harbor — The long running battle [Volume 49, page 94] between Pete Uccelli, owner of Pete's Harbor, and the State Land Commission (SLC), may be headed for a workable solution. The state assembly recently voted unanimously to pass the Robert Naylor/Leo McCarthy sponsored bill (AB 2286) concerning the dispute. Originally, the bill would have exempted Pete's Harbor from the SLC's claim to the submerged land surrounding parts of the marina, but the assembly added an amendment. As amended, the bill means that if Pete will make certain concessions regarding the disputed portion of Smith's Slough, then the state will drop all of their claims. That bill is now working its way through the senate, and, if passed, will move on to Jerry Brown's desk for final approval.

The feeling at Pete's Harbor is good. Pete and the SLC are negotiating, leasing the State's part of Smith's Slough back to Pete for berthing. As for Pete, he's extremely grateful for the support he's received from thousands of supporters. The Save Pete's Harbor Committee ran full page ads last December in the Peninsula Times and San Mateo Times with the names of 1,000 supporters. Over 2,000 people are involved in the fight, and almost 10,000 people have signed petitions in support. They've gotten help from as far away as the Delta and Sacramento, and this groundswell has made a difference in the state's approach to the issue.

Redwood City Harbor — The April 1st boost in fees at the 200 berth Redwood City Municipal Marina has touched off some bitter feelings on the part of boat owners. The price has risen to \$3.25/foot, a 63% jump, which the port management claims simply puts Redwood City on a par with most of the marinas in the bay area.

Berthers at the harbor, such as 14-year tenant Earl Goddard, feel the rent increase is exorbitant, especially given the lack of substantial improvements at the harbor. Goddard complains of the traffic congestion caused by the nearby Charley Brown restaurant as well as the construction of Seaport Village, a Pier 39-type complex of shops and eateries. Goddard says Seaport Village displaced the Stanford crew, the Sequoia YC Junior Sailing Program and a public small boat storage area. He also argues that the transient fees at Redwood City are too high. This discourages visitors, he says, and creates the possibility that other bay area yacht clubs will not extend reciprocal visiting agreements with Redwood City's Sequoia YC.

Port manager Frank DiPietro counters Goddard's claims, saying the \$3.25 rate isn't that high compared to other marinas in the area. He adds that Seaport Village did displace the Stanford crew, which had been remiss on their rent for several years, as well as the small boat storage. It did not, according to DiPietro, wipe out the Sequoia YC Junior Program.

DiPietro also pointed out that the port has traded sewage access with a development company down the road in exchange for 3.5 acres of land to be used for a new launch ramp and dry storage area. With this additional area, the port could then close down the existing launch ramp and open up that area for parking by berth renters.

sailboard calendar

Chris Hill of Windsurfer District #2 sent us the following calendar of board-sailing events in the bay area. Obviously this is not the complete list, that would be far too long, but at least it gives you a place to start.

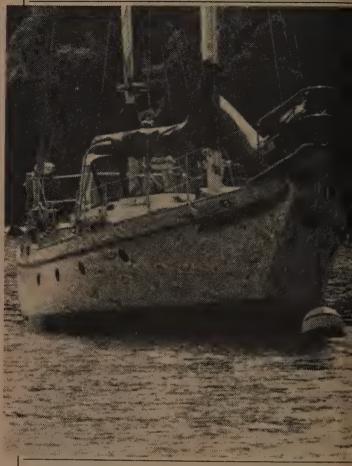
If the boardsailers will keep feeding us the dates of their major events, we'll be glad to run them in the regular Calendar section. But for now, here's the list Chris Hill sent us:

Apr. 17 - Fisherman's Festival Windsurfer Regatta, Bodega Bay. Start of

cont'd on next sightings page

oh buoy!

For everyone who likes to cruise to Angel Island, here's both some good news and bad news. The national park service recently in-



stalled 15 new mooring buoys off Quarry Beach, adjacent to the East Garrison on the east side of the island. There will be 15 more buoys added on the other side of Quarry Point shortly. That's the good news. The bad news is that more people will want to hang out there in the sunny lee of the island. The buoys will be available to whoever gets there first, although after five consecutive days you have to leave for at least 24 hours to give someone else a chance.

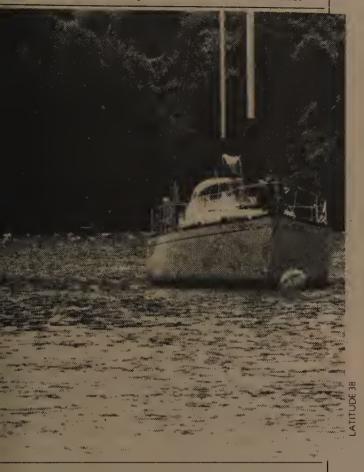
The mooring buoys are just part of the

mora race

Last year MORA resurrected the San Francisco to Monterey Race, with the sponsorship of the Berkeley and Monterey Peninsula Yacht Clubs. This is a fun downwind (guaranteed!) race which is not part of the standard schedule, but a special event, similar to the San Diego Race, and open to all yachts which could qualify to race under MORA, i.e. boats less than 31-ft. in length and properly outfitted for ocean racing. The race will start Friday, May 7, at 6:00 p.m., from Baker's Beach.

MORA and the sponsoring yacht clubs would like to invite everybody to help make

park service's sprucing up of the facilities on Angel Island. Within the next two years we should see new picnic facilities at the East



Garrison, as well as a new landing dock for commercial ferries. Private boats could use the same dock for drop-offs and pick-ups when the ferries aren't there.

Over in Ayala Cove on the north side of the island, the mooring buoys have been strengthened by tenfold. The weight holding each one down has been boosted from 400 to 4,000 pounds. As one of the park rangers put it: "The line will probably pull through your deck before the mooring would let go!"

to monterey

this year's race a success. In particular, the San Francisco based boats would like the challenge the Monterey Bay based boats to come up and race back home. There will be a special prize for the first boat in corrected time among those which came up for the race from Monterey Bay. The Berkeley Yacht Club dock could be made available to host for a few days any yachts coming up from Monterey Bay. For information and race instructions call Cesare Galtieri (408) 773-3543 (days), (415) 843-2843 (evenings).

cesare galtieri

sailboard - cont'd

Windsurfer District 2/Body Glove 1982 Series.

Apr. 27 - First Tuesday night sail at Sausalito. Windsurfers.

Apr. 28 — Spring Windsurfer Series, Berkeley. 6-week long series (Wednesday nights) at Berkeley Marina, south side.

Apr. 29 — Start of Thursday night sailing at San Francisco. Many top sailboard sailors gather and pound their bodies to death during the summer month's by San Francisco's Marina Green.

May 1 - Windsurfer Regatta at Lake Del Valle, Livermore.

 $May\ 2$ — Windsurfer Regatta, S.F. Marina Green (just east of St. Francis YC). Second race of Body Glove/Windsurfer District 2 series.

May 4 — Start of Summer (?) Tuesday evening regatta series, Foster City. Windsurfers.

May 8 — Board and Sail Center/Tuaca "Hot Apple Pie" Sailboard Regatta, San Leandro Marina.

oakland to catalina race

A race that shouldn't get lost in the hoopla over the three TransPacs, the Clipper Cup, the Big Boat Series, and all the rest this year, is the Metropolitan YC of Oakland's Oakland to Catalina Race. The race starts the 5th of July and this will be the 4th time it has been held.

Actually, it's the ideal race for folks looking to do a distance ocean race without the much greater time and money demands of a TransPac. And both racers and cruising boats are invited to sail. What you need is a PHRF rating of under 180 or an IOR rating of over 27.0. That and the \$125.00 entry fee.

The Metro-Oakland YC makes sure all the "frills" and "social activities" of a major ocean race accompany the event. So why not pick up that telephone and call the Metro YC at 832-6757 or Ralph Tocci at 865-7616 for further information.

stolen boat

Insurance investigator Peter Grey advises us that the 1970 CT-41 Pilothouse ketch, Le Tour Nant, has been stolen from her berth at the Alameda Yacht Harbor. There is a reward for information leading to the recovery of the vessel.

Unfortunately, Le Tour Nant looks like most of her sisterships, many of which were imported into the United States during the 1970's. She has a white hull and deck, with teak trim and teak decks aft. Her sail covers and jib bag are blue. Her masts are painted white with a Sean-Scan radar dome mounted on the mizzen. A fireplace chimney pierces her pilot house and she has netting all around the lifelines.

If you have information on the location of this vessel, call Peter Grey at 415-495-7755.

If your boat, or a major portion of its gear, gets ripped off, let us know and we'll be happy to publicize the theft in our next issue.

vts saved by the bell

The Coast Guard Vessel Traffic Service (VTS), which we announced would be shut down in a budget cutting move [Sightings, Volume 56], has been given a four month stay of execution by the federal government. After the Reagan administration announced cuts of \$46 million in the Coast Guard budget, members of Congress put the heat on and managed to save some of the doomed operations, including the VTS.

During the 120-day grace period, an organization of San Francisco maritime firms called the Coalition to Save Vessel Traffic Service hopes to find private financing permanently.

CHANGES

Dulcinea - Bounty II Warren Stryker and 'Rosa' Puntarenas, Costa Rica

Norte Americanos en Centro America. I'd like to tell you about the tidal range in Costa Rica and the bizarre pyschological effects it has on north Americans in the tropics.

First the tidal range:

Puntarenas:

Mean - 7.5

Spring - 9.5

San Francisco:

Mean - 4.0

Diurnal — 5.7

Consider that North American Man in the tropics usually has a little time on his hands, but no concept whatever of what it really

DHN STRYKER

Cruising builds strong bodies

means to relax. Most often he was a harddriving businessman who spent his 'leisure time' racing his boat and still managed to put aside enough money for 'the cruise'. Now he sits in the tropics gulping down cases of beer trying to convince himself that he is taking it easy. But a few cases of beer will never stifle the ambitious drive of North American Man.

Wiley "Romany" has a ketch that the best brokers would die to get a listing on, and a real sweet young lady to go with it. He has been sitting in the estuary at Pacific Marina for about four months while he replaces his old refrigeration system with a new one. That's a new box, new everything — a total overhaul.

Dave on *Outbound* opted for a new homemade insulation job for his reefer, and now that he's finished with that is looking elsewhere for entertainment.

Ken opted for an overhaul of the engine on his Peterson 44.

Chuck on *Kenwara* went for an overhual of his new Volvo, and Jack and Arden of Lookfar had a son. (Jack washes).

Do you recognize a pattern of 'relaxation' while cruising in the tropics? Not all of these guys are hard-driving southern Californian's either. Tom on *Captain James Vashon* is from Vancouver and he painted his boat once in Acapulco and again here in Puntarenas. And I'm not just talking about the bottom, he painted the whole thing! I *could* go on, but instead I will tell you that I am not excluded from the relaxation syndrome, and this is where the tide comes in.

Sitting around drinking beers and watching all of the tide water rush by started me to thinking. Why not build generators and export power to New York? Just think of what you could do with all of the power! We could solicit investors and put in an aluminum refining plant! Why — why we could even 'haul' out boats on this much tide, yeah, that's something we really could do!

Tavey on *Thursday's Child* told me that he hauled his boat up on the beach seven times since he arrived in Costa Rica just two months ago — and all this while restoring a Hobie 14 he picked up in Mexico. Hearing that was enough to get me off my ass. My boat really



didn't need to be hauled, but it was a little scummy around the waterline. And once I was on to the idea I just couldn't put it out of my head so I rushed out and got the bottom paint. A look at the tide book told me it was a little late and I should really wait fifteen days — but, but if I did it the next day it might just work out O.K.

So at five the next morning I had the boat up on the beach. Rosa wiped the sleep from her eyes wondering what in the hell I was doing driving the boat up on the beach. Hadn't I so carefully avoided just that for the previous 9 months?

Unfortunately the tide was already well on its way out. By the time I got the rigging arranged to keep the boat standing up, she had already come to rest on her side. "Sorry

IN LATITUDES



Dulcinea, on her ass, but pretty as a picture. Born of fiberglass in Sausalito in 1957.

Rosa". Well, this meant it was going to take two days instead of one. But so what, you know how time flies when you're having fun. Before long the tide was coming back in and I hadn't even stirred the paint yet. "I guess it's going to take three or four days instead of one like I had told you, Rosa." Do you think that I subconsciously knew this all along?

Now the clincher. I fell victim to the diurnal inequality. That's right, the evening tide that was supposed to take *Dulcinea* off the beach now that the painting had been completed was not quite the high tide the morning had been. In fact, there was not going to be a high enough tide to float her off for another eight days!

Barbara spent another night sleeping on the boat which was heeled over at sixty degrees.

It was then I discovered a way to climax my 'relaxation' in the tropics. I dug a three foot trench in front of the boat all the way down to the water. Then I drained 2,000 pounds of fresh water from the tanks. In the sweating excitement of a tropical dawn I piked the sails high on the beach. Next I offloaded all my tools, the outboard, and all kinds of gear I never use. But with all this weight off and at just the right time, a little tug on the spinnaker halyard and we were off! Just another easy day in paradise.

As soon as I finish jerry-jugging water back onto the boat and re-pack all the stuff on the beach, I'm going to ride the tide over to Puntarenas and help Max replace his gas engine with a new diesel. I also want to talk to him

about some great ideas I have for refrigeration. He says he's going into business repairing outboards — now there's a job that's never done!

[Editor's postscript: Due to back problems of the main installer, Senor Stryker ended up rippng out Max's old engine and installing a new diesel all by himself. Just twelve more days of relaxation in the tropics.]

Dairy Products Without Refrigeration Across the Ocean

Assuming you wear 'em, this should knock your cruising socks off: liquid dairy products that keep for 8 months — without benefit of refrigeration or preservatives. And by dairy products we're talking non-fat milk, regular milk, chocolate milk, ice milk, ice cream, nacho sauce, hollandaise sauce, and several others.

Actually, we mentioned the 'aseptic' packing process a couple of issues back. Since that time we found one 'brick' of milk that



Real-Fresh, with the cow that jumps over the Pacific without refrigeration.

had been left on our boat from Mexico; armed with the name of the packager, Real Fresh, Inc. of Visalia, we did a little in-



PT. BONITA Y



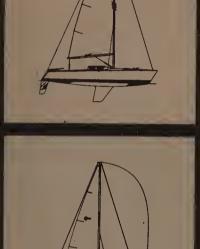
MOORE 24

UNDOUBTEDLY A CLASSIC. An experienced sailor will marvel at the outstanding performance, while an inexperienced sailor will be struck with the ease of mastering a Moore 24.



EXPRESS 27

REACHING A NEW PLATEAU in the development of ULDB's. A new and well reasoned approach to high performance that allows you to travel the oceans in comfort at speeds never before possible in a keel boat of this size. Seven now racing the Bay.



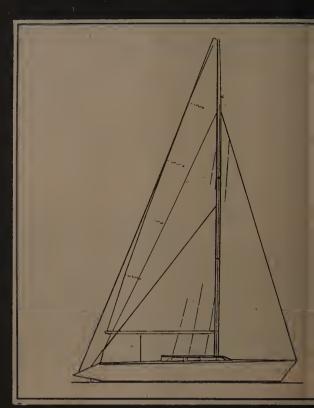
OLSON 30

THE BENCHMARK IN RACING today. The exhilaration that accompanies the high speeds accessible in this superb speedster are equal only to that experienced in keeping the boat sailing in nearly nonexistant breezes. The Olson 30 team now races one-design on the



OLSON 40

ALL SYSTEMS ARE "GO" for the July launching of this new superfast 40' racer/cruiser. Without compromising the classic Olson ULDB performance formula, the 40 does make concessions to "creature comforts" for transoceanic sailors. Full information now available.



"HIGH NOON Peterson 42 Custom



"ANNABELLE LEE" Peterson 48 Custom

The Only High-Performa

Come See Us At The S.F. In-The-W 399 Harbor Dr., Clipper Yacht Harbor, Sau

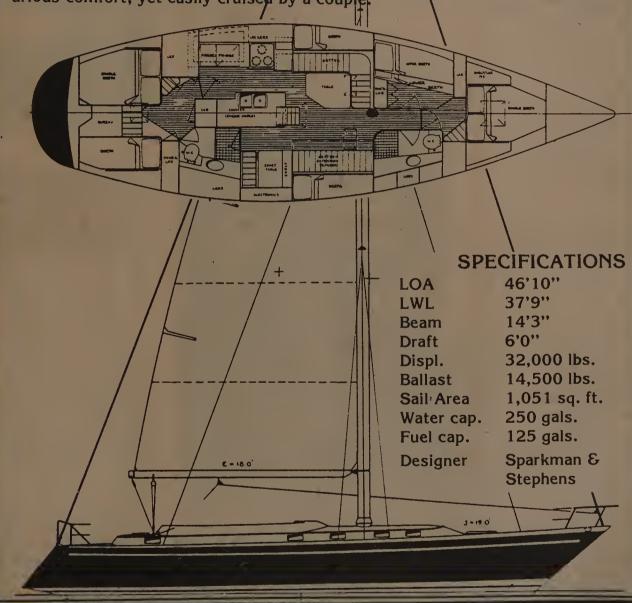
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A BRILLIANT NEW DESIGN from the prestigious firm of Sparkman & Stephens in collaboration with Bill Stevens has produced the next generation of cruising vachts.

Sparkman & Stephens' long history of success in both highly competitive racing machines and luxury cruising yachts has been combined with the expertise of Stevens Yachts of Annapolis, Inc. gained through 20 years of hard won ex-

perience in Caribbean chartering to produce this fine yacht.

Her high performance hull and sleek, low profile belie the generous living space below decks. A spacious master cabin aft with private head and ample staterooms forward with head and shower will accommodate three couples in privacy and luxurious comfort, yet easily cruised by a couple



parkman & Stephens 47

Hull # 28 Will Be Available May 1st

ce Sailing Center r Boat Show, Apr. 16-25

to, CA 94965 (415) 332-1130

CHANGES

vestigating

According to the Real Fresh ladies we spoke to. Kathy Card and Barbara, this was the first company to package milk using the aspetic process, starting way back in 1952. Actually it's pretty simple. The milk is sterilized very rapidly and cooled very rapidly before being sealed into airless containers. For many years the milk was only put into cans, but recently has been put in the much less expensive 'bricks' which are made of reinforced paper.

Some folks say it doesn't taste 'just exactly' like milk, but Kathy Card recommends pouring it into a pitcher and stirring it around so it can 'breathe' the air again. We think it tastes normal when cold.

Real Fresh is a moderate-sized private company that also has a packaging plant in Australia. Besides their own label dairy products, Real Fresh packages Anderson Soups, Daisy Fresh Juices, Barlett Mineral Water, and the Hunt's Puddings. They see a big future in the aseptic processing and the reinforced paper 'bricks'. Next year, for example, Daisy Fresh Juices, which are available in most major stores, will be available in the much less costly bricks.

But for cruisers the big appeal will not be the cost, but the convenience. Imagine being at a tropical anchorage — or heck, even up in the delta boonies — and putting a brick of 'ice cream' into a block of ice, waiting till it freezes, and voila — ice cream! Of course items like hollandaise sauce and sour cream wouldn't even have to be chilled.

To date the products have primarily been sold to be ship chandlries and foreign countries — the milk labels are printed in English, as well as Arabic, Japanese, and some other chicken scratchings we don't even recognize. It's long been a big seller in Mexico, but soon you'll be able to buy it right here in northern California since all Alpha Beta and Lucky stores will soon be carrying the non-fat milk bricks. Other stores include Food Faire in San Jose; Bell's, Bud's Big T, and Cala in San Francisco; Safeway, Raley's, and Bel-Air in Sacramento; and A&B in Santa Rosa.

Now, all these stores don't carry all the products. To get the complete list and prices (12 quarts of milk bricks to San Francisco

cost \$7.95 + \$4.16 for U.P.S.) call Kathy Card at (209) 627-2070. She'll be happy to help you.

Tropic Bird - King's Legend 41 Brian Saunders and Inawa Taipei, Taiwan; and Hong Kong

We've been here [Taiwan] a week and it feels like a month — not that time is dragging



Brian and Inawa.

in the least, but we have done so many things here that anywhere else we'd need more time to get it all done. Everything we've requested has been done immediately and with pleasure.

On arrival in Kaohsuing we took a cab to the Love River Hotel, in what was the worst car ride of my life. Scooters, motorcycles, bicycles spew forth along the streets in a never-ending stream of honking horns, noise & exhaust smoke, and god help any one of them that gets in the way of the other. I don't know who invented the traffic rules; I can only assume that each driver makes his own. Nobody is willing to give way to



anvone.

Its not uncommon to see a man on a motorcycle, with his baby asleep on the petrol tank between its arms and legs — his wife on the back, and their toddler squeezed between them. One bicyle passed us this morning with a whole, skinned pig hanging across the back mud-guard. Often the bikes are so loaded with produce for the market you can barely see the peddler.

The way the women work on the boats at the Sen Koh boatyard is just amazing. They clean the boats — and I mean CLEAN them! Each corner is slowly and meticulously picked and wiped clean the men work around them boring holes, dropping wire ends, and other bits and pieces. The women just work on, chatting and giggling as they squat for hours wiping off grease smears and picking out dust and dirt. We know darn well that once our boat hits water it will never be so clean again.

English is quite widely spoken here. Most young people speak it well or speak enough to be helpful. Nowhere have we found the language difference a problem.

Kaohsiung is a city full of bustle and activity — everything on the move. People — over 1 million — live on top of each other. Driving through parts of it is like going through a rubbish dump. Most people are very poor and live in appalling conditions by our standards . . . but that's the way things are here. The air is beige here, and it burns to breathe. We've' not taken any deep breaths since we've been here as we're so aware of the damage to our respiratory tract. Even with the horrifying pollution, the smoking of cigarettes seems to be a national past-

IN LATITUDES



time. I've never seen so many smokers.

We took a trip to Taipei by train to do some business. I'd like to say how overwhelmed I was by every lovely thing I saw on the way, but I can't. The villages along the railway track were the most disgusting, broken down horrors I've ever seen, probably encouraging every conceivable type of vermin & parasite. The creeks and river are long dead . . . black, seeping, and rotting. Rubbish and waste pour into them from factory and home. Tisk, tisk - the things that man can do to his land in the name of progress! It made me most appreciative of the life that I have, and the unspoiled lands I have known . . . the clear crisp air and green lush producing land of Brian's America and my New Zealand.

The people are very much in contrast to the environment — every single person is clean and neat. Clothes are fashionable, the women all beautiful and full of character and always beautifully clothed. Likewise the men. Even at the shipyard, the men are clean, with smart haircuts. By the end of a day's work their clothes are dirty, but they themselves are still looking smooth and orderly.

We go to the yard each day and work along with the employees, so we arrive back at the hotel dirty and tired out. No one seems to mind our presence, and we all work very well together on our project.

We are enormously pleased with the workmanship on our Tropic Bird. Never have we felt that we're being screwed over anything. The work is done with great care and skill, and so quickly it puts the average back-home workman to shame. If we ask for something to be done, it is done NOW, not after tea break or lunch.

Our 41½-ft yacht looks very prim, small, & pristine alongside some of the other constructions here. But we're delighted with the way she looks, both inside and out. We hope to have her launched by Tuesday so we may be in Hong Kong by the time you get

We did have quite a time with Customs. The problem was Brian's rifle, which he's owned for ages and is just part of his possessions. We know the rules concerning guns in a foreign port and expected them to take the rifle and hold it for us. Well, we spent an afternoon at Customs whenre they filled out 50 forms in triplicate, on us, the luggage, and the gun -- but then where were the bullets! Don't know which of our 35 boxes has

mations made as to the stuff we had: equipment, clothes, gadgets, utensils, junk. Judy, our interpretor, had to explain the working of the windvane several times, which met with astonished looks and shakings of heads. Likewise the SatNav. It took the entire next day to get it all straightened out.

We've had many delightful experiences with the people here, too many to put down. One funny experience we had is trying to find plain, common rice - no one knows where to get the stuff. Would you believe it?

The boat and people we're dealing with. Judy has translated for us and charmed herself and us through what otherwise would be very embarassing and sticky situations. Her willingness to help with everything in every possible way is something we'll long remem-

Chris is the foreman at the yard. His standard of workmanship, both personally and for that of his workers, is extremely high, and no effort has been spared in trying to accomplish the very best of everything for us even when taking us to lunch.



Another view of the Hong Kong Harbor.

them. So we began to look thru some of the boxes and notes were being taken and excla-

We are delighted with the boat, a Kings Legend 41. When we arrived at the yard the first morning it was standing up on its blocks between all sorts of other boats. Beside it was a 39-ft. Cavalier with Nanquish Whangarei,

CHANGES

New Zealand across the stern. It made me feel somewhat nostalgic, as Whangarei is a town I know so well, and have such a nice feeling for. Anyway our boat was sitting there with 500 workers crawling all over it—polishing and cleaning, grinding, grinning and chattering, and obviously much intriqued with us.

Within an hour of our arrival we had rearranged the colors of the bottom paint and the painting had already begun. After we'd sorted out the paint, Brian went through the boat with Judy and Chris and told them what we wanted installed and what we wanted removed, and presto! it was done. All the work has been carried out quickly and expertly with no grumbling or argument.

Actually it's easy to see how Sen Koh claims the the ability to build a boat in 45 days... they work! Everyone works in harmony with one another, and they work all the time at whatever they do. The only delays have been caused by us... not being able to get things through to them as quickly as we'd like, and then having to wait extra days before launching waiting for the speedo to arrive from the U.K.

We are pleased to learn that the Sr. Mr. Lui has been in boat building for 60 years, starting at 14 in a shipyard during the Japanese occupation of Taiwan. His experience is long and enables him to build little 20-ft. police boats, big steel fishing boats; and our pleasure yacht all at the same time.

By what we observe our boat has been built with care and knowledge, by people long established in the trade. Everything is new, shining clean, everything installed correctly and with regard to the life we will shortly lead. So — next stop is Hong Kong, we leave on the weekend, and with fair winds should arrive 3 days later.

Inawa & Brian Saunders

Dave & Emily Kopec Tauranga, New Zealand

Our last mail delivery brought October, November & December issues of Latitude 38 to us here in New Zealand — great to be almost up to date on the S.F. sailing scene. The guys here at the slipway were delighted



Ty Knudsen is anchored with the Kopec's in New Zealand.

to see the October issue with the picture of *Lord Jim* on their slipway.

We've had a wonderful trip through Mexico, French Polynesia, the Cooks, Tonga, and Fiji to New Zealand. We've been in Tauranga since mid-December and it has to be one of the most friendly towns in the world. We've been overwhelmed with visitors, gifts of fish and vegetables and invitations to Kiwi homes for "tea" showers, weekends, etc. Also the facilities for working on the boat area excellent plus the trades people we have dealt with have been able and reasonable. All in all, we feel like we've found a second home which we'll leave with regret.

Next to us on the dock here is Sundowner, with Ty Knudson and his new bride, Toni, formerly Toni Whittinton of Hawaii, and 12-year old son, Justin. We ran into them for the first time in years at John's feast in the Vavau group of Tonga and have been on the same itinerary since them. Ty has been wowing the Kiwis with his wood cutting in Hamilton and we all plan to make a tour of the South Island next week. Other bay area boats in New Zealand are Whisper from Sonoma (Murph & Sue) up in the Bay of Islands and Todd Hall-Pete Bollman from San Jose area in Whangeri. Most of the overseas boats in New Zealand this year are planning to head for Australia as we are we Americans don't want to head back home in the midst of a depression when good salaries and a booming economy are waiting in Aussie. However, we're glad we came to New Zealand this year as we would likely never make it back from Australia to

here.

In regards to the December Sightings letter from George Bateman, we were in the Keri Keri basin last November when it started to rain and blow heavily. Several local yachties came down to the boat and convinced us to leave fearing another flood. It's a beautiful place but hair-raising to get to — at absolute high tide we only had 6" under the keel in spots — also the wind and seas coming out were about the worst we've encountered on our cruise.

David would love a *Latitude 38* T-shirt — can you charge a man's large to our Visa and send it to us c/o Judy Minium, Los Gatos?

Dave & Emily — Starting with this issue, Changes in Latitudes contributor's get one free Latitude 38 T-shirt — provided we have a U.S. forwarding address for you — and you include a photo.

Willa Genè — Ferro ketch Eric & Barbara Thorsen Puntarenas, Costa Rica (Berkeley)

I wrote to you earlier about our trip, and we have had an experience we thought your readers might learn something from.

We are Eric and Barbara Thorsen; left Berkeley Oct. 1 1981 bound for the East Coast. In Puerto Escondido, Mexico, we met a friend and also took on one other crewmember for the long haul to Costa Rica. There were three more stops in Mexico -Puerto Angel (quite pleasant), Salina Cruz (we stopped there in the middle of the night after a long hard day battling a mild Tehuantepecer), and Puerto Madero (what can I say except yech!). Then we began what turned out to be 7 days and nights to Costa Rica. We went out about 50-miles and encountered just about all types of conditions, but mostly high winds and seas right on the nose. Luckily our crew situation was the best we ever had - everyone got along well and helped enormously. Our last day out, about 20-miles from Costa Rica, we closed to with-

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in 4-miles of Nicaragua to escape from high choppy seas — we couldn't take it anymore. Sure enough, out comes a small gunboat with sirens ablast. We quickly discussed tactics, just decided to play it cool. They came alongside, 2 machine guns mounted on deck and about six very young revolutionary-types, beretes and all. They asked for our zarpes, and as they looked them over we involved them in lots of small talk (one of our crew spoke fluent Spanish — the rest of us muddled through - I just sat there and died!) Well, that was it. No problema. They returned our papers, told us how far our destination was, and even smiled a bit. I was especially impressed that they didn't bang up our boat, as many Mexican officials had.

By the way — Costa Rica is great — cruisers should get out of Mexico as soon as possible and get down here where a filet mignon dinner costs \$3.00!

Regards from Puntarenas Barbara Thorsen Yacht Willa Gene

Glad to hear it worked out okay last year. Many pleasure boats were shot at before being allowed to proceed, others were taken into Nicaragua before release. Unnimous best advice is to stay well out to sea until deep into Costa Rican waters.

Shadowfox — Carlson 29 Mark & Kay Rudiger Zihuatanejo, Mexico 2,700 miles on the log

It certainly seems like a long time since we saw you in Cabo — done a lot of traveling in the past 2½ months. Shadowfox left Cabo two days before Christmas bound for La Paz. We spent the holiday at sea with a can of Borden's egg nog; it was one of those northers that shake your teeth out. After a few days in La Paz, continued up to Partida Cove on Isla Espiritu Santo. Had a nice New Year's Eve celebration with Lee & Marilyn on Harmony (steak, lobster, chocolate cake). Then we spent the next 3 weeks ex-



Kay and Mark Rudiger should be in the Islands by now.

ploring the islands as far as Isla Danzante up by Puerto Escondido.

By the way it seems as though you've got the cruisers down here all excited about the new marina at Escondido - they all think it sounds like vast improvements have taken place there. Calm down, everybody. We snuck in there during another gusty northerly - stayed holed up for 3 days, and got to see the marina in action. First of all, the slips all seemed to be more of a size for small skiffs and power boats (probably nothing bigger than 30-ft.), and I think the bay is pretty shallow there. Second, with the wind from the north it had the whole bay to scream through and a considerable sized swell got built up before it reached the floats . . . Not only that, but they used no pilings to secure the fingers, so the entire structure was free to slam & bnang against itself. When I saw it, quite a few sections were sinking and the engineers were working frantically to keep it from breaking up. There are also (still) no facilities here (ice, water, fuel, food) closer than Loreto. This is all not to say that people should change their minds about going to Escondido for the hurricane season — it's really an impressive place with good fishing & diving — but just don't get your hopes up about the amenities there.

Favorite place up the coast: the hook on Isla San Francisco, San Evaristo, Bahia San Marte, Agua Verde, the NW cove on Isla Danzante. Apart from the crowd in Escondido, saw only one boat (El Capitan — a large powerboat) in the whole 3 weeks, until we got back to Isla Espirit Santo. Another note:

as reported for the Pacific Coast of Mexico and Baja, many more navigational lights exist here than are marked on current U.S. charts. The list would be too long for this letter but I'll show you our chart when we get back . . . wonder if the DMA would want that info?

Decided at the end of January that we had almost forgotten how much fun it was to stand night watches (ho-ho), so left bound directly for Manzanillo, attempting to arrive by the end of the Manzanillo Race. We would have made it but heard through the Manana Net it was pretty crowded at Las Hadas, so we put on the brake's at Chamela. then spent a few days at Tenacatita relaxing before heading for the big city. (It also sounded like a pretty ho-hum race - real slow.) Got to Las Hadas in time for Mark to catch a ride in the 1st MEXORC race. Was surprised to find that Bravura was the only S.F. entry for the Manzanillo race. With no S.F. boats for MEXORC (so Mark was forced to go on Dust'em, a SoCal "splinter boat"). A nice change of pace for one day, then back to sanding and varnishing on Sha-

Come to think of it, we haven't seen too many NoCal cruisers down here, either. Among them are: Tangaloa (Ballena Bay), Monte Bell (Vallejo), Amola (Santa Cruz), Marily II (S.F.), Teroro (Monterey), Island Belle (Sausalito), and Taiyo, just back from Tahiti and apparently going through an ownership change. Also heard they went on a reef down there, sustained damage on starboard side but she's all repaired now.

CHANGES IN LATITUDES

We're in Zihuatanejo now — Mark's painting the decks — before going to Acapulco to provision, then on to Hawaii. Hope it's easier to get Latitude 38 there than in Mex-

Overall impression of the mainland: water and air both warmer (mid-80's), but the water is mostly cloudy so snorkeling isn't as good as Baja. Fishing is quite poor, all you can catch are little jacks with very red meat. Tuna, dorado, roosterfish are around but very spooky, and the commercial gill-netters have pretty much fished the place out. Same with shrimp which used to be plentiful here. Too bad! The local people are mostly easygoing and friendly but fewer people speak English. No problems with port officials (in Manzanillo, immigrations & the port captain are even in the same building — unbelieveable!). Harder to get drinking water than in Baja but usually ice is available & conveni-

ent. Propane is easy to get in Zihuat, fuel is easy in Manzanillo, everything is expensive at Las Hadas.

Well, that's all for now — expect to reach Hilo about April 1st — will drop you a line with ocean observations from the islands.

!Hasta luego! Kay & Mark Rudiger

Winter Storms Shelter Island Free Anchorage San Diego Bay

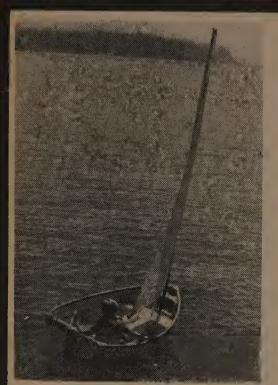
In a recent issue [Volume 57, Cruising

San Diego Bay], January Riddle recommended the free anchorage off Shelter Island for cruising yachtsmen, despite its drawbacks of being subject to boat wakes and being in a navigational fairway.

There's another hazard, too - yachts that break loose. San Diego generally has light winter winds so when the occasional winter storm blows through the poorly secured boats break free and become a hazard to other boats in the area.

One such storm rolled through February 10th damaging several yachts. Again on March 16, 25 to 30 knot winds damaged numerous baots in San Diego Bay. Typical of the problems experienced was when Victoria, a 100-ft. schooner anchored off Shelter Island, broke loose and started drifting through the anchorage.

We'd still anchor there, but would be on our toes when the wind blows.



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SINGLEHANDING IN THE

The June 19th start of the Singlehanded Sailing Society's 1982 Singlehanded TransPac to Kauai is only a few months away. To help you folks get into the spirit of the event we're printing the last half of a conversation we recorded with Frank Dinsmore and John Hill at the Hanalei Bay race committee house shortly after they'd finished the 1980 race.

John Hill, then 54, had sailed his Columbia 29 Ariel, to a 19-day, 15-hour, 6th in division and 16th in fleet finish. Frank Dinsmore, who can only remember that he's somewhere in his early 40's, sailed Carina, his Islander 28, to a 20-day, 8th in division, 23rd in fleet finish.

The first half of the conversation doesn't appear simply because it wasn't recorded, but our notes and memory testify that interesting things were said.

Although both reported that some parts of the race were spooky — we think it was Hill's headphones that made a sound like "oh, oh" when a wave hit the hull and "ma ma" when one really hif hard — neither man felt alone "even on the foredeck on the darkest night". For one thing, Hill talked to his wife each night via ham radio.

For Dinsmore the companionship took a slightly different form. He said he "always sailed with someone else aboard". There was "old George" who had sailed across the Pacific on a trimaran. When in his 70's he had helped Frank rig his boat in preparation for the race and had accompanied him during one particularly rough practice sail to the Farallones. Even though our notes indicate that George died in bed with a younger woman before the race started, he was frequently "with" Frank.

Another companion of Frank's was 'Angel', who when things got confusing, would simply tell Frank to, "sail the sailboat". But the most interesting fellow-traveller was 'Ralph', who was easy with criticism. "Quit fooling around", he'd say, "race the sailboat". Nonetheless, he was a big help. When Frank was faced with a complex problem, 'Ralph' would either make it appear simple or would chide Frank: "you're not acting like a champ, Frank; how would Norton Smith [TransPac monohull record holder] do it?" Thus inspired, Frank would dash to the foredeck and "screw everything up".

For John Hill most of the race was enjoyable. However, a few days out one of his spreaders punched through the mast and



John Hill.

knocked the other spreader out. He was forced to climb his damaged mast at 3 in the morning during a dark and windy rainstorm. He was bloodied in the process, but he was successful in jury-rigging repairs.

Frank, who says the race is "the greatest thing I've ever done", had an easier trip. His \$12,000 investment and practicing 34 of 36 weekends in the Gulf of the Farallones prior to the race were well spent.

Enough of this, let's let Frank Dinsmore and John Hill speak for themselves. We enter the conversation as its addressing the possibility of death at sea.

Frank: The way I look at it, you're walking a fine line out there because the line between life and death is very, very close. It almost seems that you could make a very

smooth transition from one state to the other without any disruption of the soul.

38: Without even knowing it?

Frank: Well, I get a very strange feeling there. I don't fear death anymore.

38: Because you've been singlehanding? **Frank:** It's more than that, it's something that has developed over a period of years.

38: Well, how does singlehanding fit into it?

Frank: When you're singlehanded racing, you're dealing with time and space that is so vast that they cease to be relevant. So you must live absolutely in the here and now, live for each moment, and that's all there is to it!

38: Does that make life a lot simpler?

Frank: Yes, it really simplifies the entire issue of life itself, because the only thing that's important while you're out there is to

SPIRITUAL WORLD

live each minute to the fullest, because each minute may be your last. You just don't know — because even on a calm, peaceful day you could trip overboard. I don't think about that at all, but the prospect doesn't frighten me. I'm not a brave individual or anything, but I've been able to resolve that issue in my own mind. It's a state of mind, an attitude towards life, and towards what you have, and what you're doing right now. I find those are the only really important things.

38: Yeah Frank, but if the 'here and now' was all that mattered, it would seem that all you would do is pursue the pleasure of the moment. You'd never go back to work, for example, nor would you have long term goals. Isn't that in conflict with what you've just accomplished because nine months ago you had to plan far ahead of just the moment to make this TransPac. Right?

Frank: Yep.

38: Well, are we confusing what you mean by the 'here and now'?

Frank: Not at all. My planning . . . how I got to Hanalei . . . well, nine months ago I said 'Look, it's impossible for me to do it. The money is very hard to resolve, it's going to take a lot of time, and furthermore I don't know anything about navigation, I've never crossed an ocean — in fact, at this point I've only spent one night at sea in my own sailboat — it's an impossible thing to do.'

'But,' I said, 'if I'm destined to get to Hanalei Bay, it's going to happen regardless of what I'm going to do, so on a day-by-day basis I'm going to take the steps that are going to get me there.' So this race was something out in the nebulous future someplace.

Now the first thing I needed to acquire to get here was an autopilot, and so the autopilot appeared by a strange route.

38: Wo, ho, ho, wait a minute, how did it 'appear', and what was so 'strange' about it?

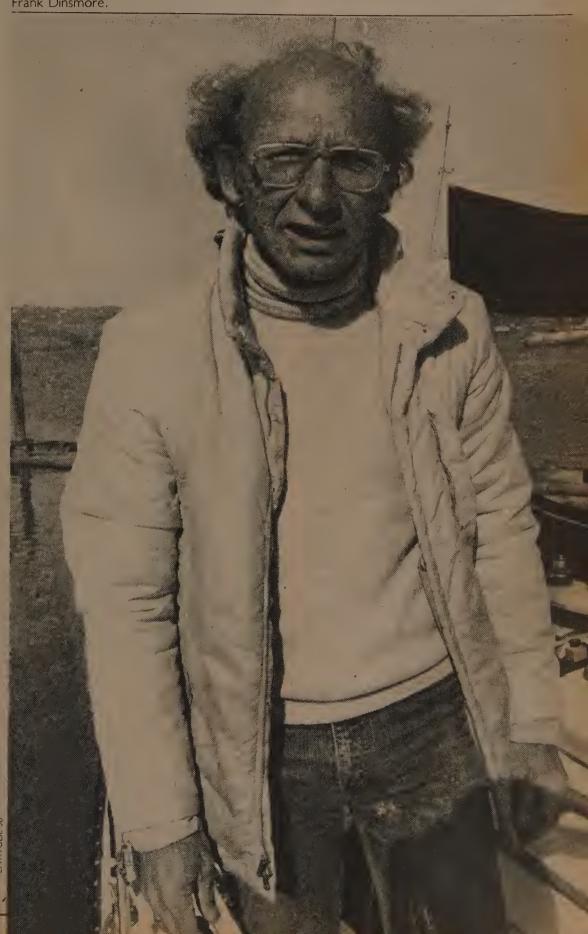
Frank: I was in the showerhouse over at Clipper Yacht Harbor and I said to somebody, 'If I'm going to do the TransPac, I'm going to need an autopilot.' This guy said, 'Hey, I've got an Orinda autopilot,' and I said 'That's the one I'd like to have.' He said he knew someone who could get one for a very reasonable price, so eventually the autopilot appeared. I don't remember what the next piece of equipment was that I needed, but it appeared also, as did the others.

38: You know the saying, 'When the student is ready, the teacher will appear?' When the singlehander is ready, will the equipment appear?

Frank: Yes, that's exactly right, all the necessary things will come together. It happens on a right-now, day-at-a-time basis. Nine months ago when I started this thing, if

I had said 'Okay, this is going to be the plan to get me to Hanalei,' and layed it all out and how I was going to pay for it, I doubt very much whether I would have made it.

Frank Dinsmore.



SINGLEHANDING IN THE

38: It's not something you do logically then?

Frank: No, you can't. I climb a mountain one step at a time, all I can do is just keep on

"... Singlehanding ... after I've done all the preparation, makes me feel young & strong & virile & happy."

going. I just kept putting one foot in front of the other, and by god, I'm here.

38: Sounds wonderful.

Frank: It's neat, it really is.

38: John, what do you think of this? Did your autopilot come to you?

John: No. When I decided to do the race, I signed up and made a list of what I needed, and for nine months I carried that little notebook in my shirt pocket. Every single day I made an entry in that book, either scratching off something that had been completed, or something new that needed to be done. I first made a list of what I absolutely had to have, the basic essentials such as self-steering, in fact that was the most important.

38: So this all just didn't happen, you did it logically?

John: I kept this list and each weekend I had something to do. I never had a day off. I'm a do-it-yourselfer — which is a curse as well as a blessing — so instead of going out and buying something, I'd design and build it myself; whisker poles, self-steering, rebuild the forepeak, a radar detector, and so forth.

38: You really are crazy.

John: I did it all myself and it occupied every waking moment for nine months, I didn't have time for anything else. My yard at home deteriorated — it's really been unfair to my wife. I got so tied up in the preparation

for this, that unfortunately I really never had time to sail the boat. I envy Frank because he actually got some practice out there; I didn't get any practice until my 300-mile qualifer.

38: Frank, you've been savoring this experience from the outset some nine months ago, isn't that correct?

Frank: Yes, and the benefits have been enormous from the very beginning. In order to do this I had to have so much positive thinking that it absolutely eliminated any space in my mind for thinking negatively. I couldn't afford the time to let any negative thoughts about *any aspect* of my life creep into my thinking.

38: What would you normally have had negative thoughts about that you began to think positively about? Were you 'happier with your job, for example?

Frank: Oh yes! More efficient, too.

John: I had just the opposite experience with work, I swear my work suffered. I have the kind of position — I'm the manager of an engineering department - and it's imperceptible to my superior if I'm doing anything or not. What he doesn't know is that I really shirked my job for some time because my mind was occupied with this allencompassing obsession of getting ready for the race. I was thinking of self-steering and jib halyards and stuff like that during the day, when I should have been managing my department. My slacking off a bit at work doesn't really show up right away, and I hope when I get back I'll have been reconstituted in spirit so I will work like crazy and it will never really show up. But I can't kid myself or anybody else, this race did become overwhelming and adversely affect my work.

But to me, the big thing about this sailing is that it's the only time in the last few years — you know I'm getting on in years — I'm 54 — that I've felt totally great. My age is such that during the working day I don't feel good, I don't feel alive or well, I just feel blah. But when I'm singlehanding I feel totally alive! I feel young again! And let me tell you, after you're not young anymore, to feel young again has got to be the biggest delight there is in life!

Frank: He's right!

John: And singlehanding makes me feel that way, and I FEEL GREAT!!! I'm exhilarated, my body functions better, and my mind is functioning clearer.

38: Maybe it's because, rather than going into an enclosed building, you have opportunities to be curious and act creatively in

new situations.

John: Oh, absolutely! Because I pride myself — somewhat unjustifiably — on my ingenuity and creativeness in designing gadgets. My boat is full of gadgets I designed, half of which work. My spinnaker poles, well, there is some deficiency in the design . . . but the self-steering worked beautifully, my radar reflector, well, it's half-assed so I have a mixed bag of successes there. But I have satisfied my basic need, which is to create something, build it, make it go, watch it work, and feel pride in its working. I got that. Singlehanding gives me an excuse to do that, plus the singlehanding itself, after I've done all the preparation, makes me feel young and strong and virile and happy.

38: How long before that feeling passes off?

John: It lasts as long as I'm doing it.

38: So now it's over?

John: Yeah, now I go back to the same old dreadful hum-drum existence until I think of what to do next. That's why 1982 looks good, why I've got to do it in 1982.

38: Frank, the good feeling just keeps right on going for you, doesn't it?

Frank: Yeah, it keeps on. Having my own operation [he's got an economics business or something] I've got my administrative assistant to do such things as make my travel arrangements and all that sort of stuff. But my enthusiasm for this sport carried over to the office.

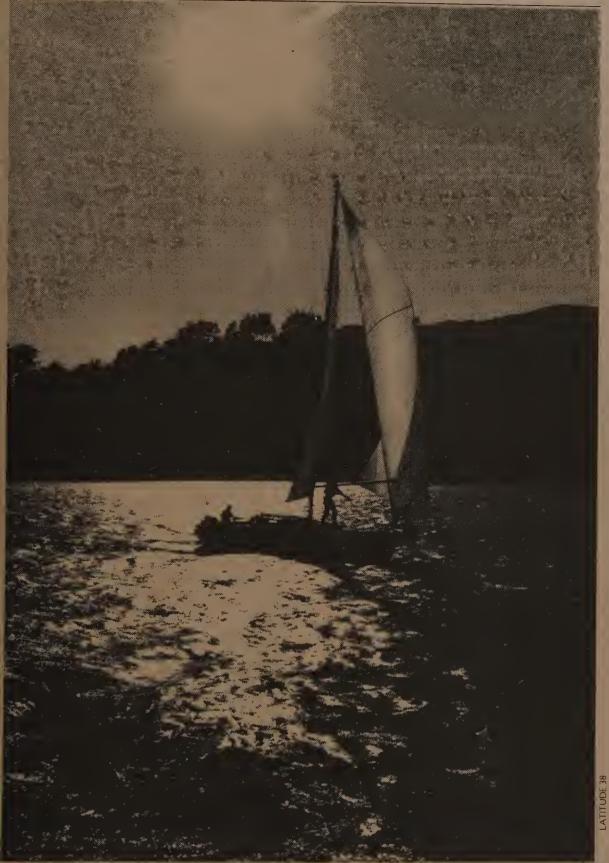
38: So they all got behind it?

Frank: Oh yeah. If anything my zest and zeal for life - I get the same feeling John does - that zest and zeal carried over to all the office people and the all the people I deal with. I would come into somebody else's office — for example one of the guys I work with used to fly rescue aircraft in the Air Force, and he flew over to see me on Thursday, the first day we were out. We didn't make contact, but you know he was still very much a part of the race, very tuned into it. I have the ham radio rig from another guy that works in another agency of the government, and all these people are all tuned into it. When I walked into their offices, they'd ask me how the boat was, how the last race went, and you know they are genuinely living through me an experience they can't do for themselves.

38: Why can't they?

Frank: They're not willing to give themselves the freedom to do this kind of thing. They won't give themselves permission.

SPIRITUAL WORLD



Frank's new Olson 30, Francis Who? during the Ocean Vallejo Doublehanded Race.

38: What gets in their way, what prevents people from doing something like this? Wait! How did you give yourself permission? What's your justification for this, for sluffing off work like an irresponsible American?

Frank: Wait! Oh no no, wait a minute!! You've got to back up here.

One day I was out on San Francisco bay and I was looking up at the beautiful new spinnaker that Howard over at Sutter's made for me. It's a beautiful spinnaker, blue and white, really a work of art. Anyway, here I was out in the middle of the bay looking at it, and I said to myself, 'look at that thing, it's really beautiful, but it's useless. I mean what's the purpose? Here you have this beautiful spinnaker that's attached to a boat that serves no function in the world — not in anyway, shape, or form will it make the world a better place.

But there I realized the key thing. There are two things you have to remember: We have physical bodies and we do these damn practical things to sustain the physical body. But, that does not do anything for us spiritually. It's the totally useless, irrevelant things that feeds the spiritual mind. For example laying back in your cockpit and looking up at a beautiful spinnaker. Or, sitting and listening to a piece of music by Chopin or something like that. Chopin never fed anyone, or put clothes on their backs or kept them warm, but he certainly has done a lot to lift people's spirits. So here we get into the whole realm of what is true value and what is not.

38: We were down in Nawiliwili watching the crewed boats coming in, and some folks have got 10, 20, and even 30 grand in this one race. One immediate reaction is 'this isn't right'; that there are people in India who don't have TV dinners, people in China without tape decks, etc., and you start to wonder if something isn't haywire. But maybe that's not a fair evaluation, maybe it's money well-spent?

Frank: I was out there in the middle of the Pacific Ocean and Sam Crabtree was out there ahead of me a little bit. I was flying my DRS and chute simultaneously, each sail billowing out on one side of the boat. It was a lovely evening, maybe 15 knots of wind and the boat was stable and steady in just a gentle sea. Okay, nobody in the world other than me could see that moment, and live that moment, but that's what it was all about. There it was, the whole spiritual package rolled up . . . [Interrupted.]

John: That's true!!! There were moments out there when you just felt exhaulted to be able to appreciate, to be alive, to enjoy the beauty of it all. But it does give you a little twinge because you're not sharing it.

38: Frank, did you feel a little twinge because you weren't sharing it?

Frank: No, because I'm able to eliminate a lot of guilt. You see all of a sudden it became important that all this beauty was there, just between me and the universe.

John: Well . .

Frank: . . . wait, and it was on an unshared basis.

John: I don't feel guilty about it, but [voice rising with passion] this whole magnificent universe is there bestowing its beauty on me, and it's just me. Wouldn't it be great if everyone in the world could enjoy

SINGLEHANDING IN THE

this fantastic experience?

38: Maybe not.

John: Well of course if there were hordes of people around the experience wouldn't be the same. It just seems a little bit of a shame that there's all this beauty out in the middle of the ocean and only me to witness it — but that's not true, because Frank was witnessing it and he was just a few miles off. But there were moments of absolute . . . almost religious exhaultation . . .

Frank: That's right.

John: . . . in the beauty of this planet. [Voice begains to rise again]. This Pacific Ocean, when it's benign, has got to be the most magnificient thing you can imagine!

38: What about when it's not benign? **Frank:** It's still beautiful.

John: Well, it's beautiful in a ferocious sort of way. It's the difference between beauty in the Old Testament and beauty in the New Testament. You know, hell and brimstone and . . . it's magnificent, it's strong and powerful, but one other thing that gets you is it's relentlessness.

Frank.



Frank: That's right, relentlessness.

John: It's absolutely and totally relentless. That next swell is going to come and there isn't anything in God's earth that's going to stop that next swell from banging you.

38: Allright, but to keep from crumpling from fear in the face of relentless ferocity, what do you have to do, surrender to the whole thing?

Frank: You have to go with it, you have to completely surrender to it, including your life.

38: Tell us more.

Frank: Well, you are in that situation and are totally powerless and you must absolutely go with the flow. Whatever the flow brings, that's what you take. If you get hit by a wave, you get hit by a wave, and you bend with it.

38: And if you go overboard? If you go overboard do you just blend in with the sea and sky?

Frank: Yeah, well that's why I say the transition between the physical plane to the spiritual plane is so close that you could step right over that line at any time.

38: If you went overboard and your boat sailed away, what would you do? Would you panic or . . .

Frank: I'd just go out there and die.

John: That's just it.

38: Serenely?

Frank: Yeah.

John: I think so. I felt that I had prepared myself that — you know, I'd run out on deck and snap myself on when I went to the foredeck — but the fear that Frank talked about is real. To think 'well, maybe I won't ever come back to the cockpit, maybe this time.' But I really felt I was prepared to go over the side if that was what was going to happen.

38: But specifically, what exactly would you do if your boat sailed away and you were left in the water?

John: Well, I was hooked on — I really kept my safety harness on, I was religious about that.

38: But what if it broke? Would you float on your back and spend your last minutes looking at the sky?

John: I don't know, I really couldn't forecast how I'd react to that situation.

38: What about you, Frank?

Frank: Weil, I think we're all kind of nuts, the thing is we're so close to this kind of thing, because don't forget, I have George there, and he's already gone on, and so you

know if you've got to step across the line . . . [George is a gentleman who helped Frank put his boat together before dying. He is one of several persons, alive and dead, who sail 'with' Frank as he singlehands.]

> 38: What is this line?

Frank: Physical death.

John: It's there, and it's real, and it's a very distinct . . .

38: Wait, what do you mean by physical death? The end of you or the end of your 'spirit'?

Frank: Oh, no, no, no! You just transcend into another world.

38: John, what do you think?

John: I don't have any positive beliefs about the hereafter, life after death and all that. I think it's just sort of a delightful drifting off to Nirvana somehow. It's sort of restful and peaceful.

38: When you're out there exhaulting in the beauty of the universe do you ever think that if you die your physical body will decompose and become part of the ocean and later the beaches, and grass and the trees and so forth?

Frank: Well, I had visions of those lousy surface crabs taking my body and eating it.

38: So you thought of stuff like that?

Frank: I thought about it. But you know, my outlook of this is very much like Richard Bach's.

38: Richard Bach? Who's he?

Frank: He wrote Johnathan Livingston Seagull.

38: Oh, okay. We didn't read it, what did he say?

John: It's a matter of spiritual strength

Frank: I carried a copy on the boat . . . **John:** . . . being more powerful than any sort of physical thing . . .

Frank: Sure, that's true.

John: . . . because that's what the seagull could do, he could sort of transport himself in a spiritual sense.

38: Wait. So say you are 30 feet away from your sailing-away boat, do you think you could spiritually overcome your normal physical limitations and maybe . . .

John: Swim like hell to catch up or something?

38: . . . or do you say the hell with it and let yourself drown?

Frank: Part of the game is that you make every effort for survival. Because to live life to its fullest extent, you must make the attempt to survive.

38: You can't take ten qualudes and say

SPIRITUAL WORLD

'I'm going to check out of this time and

John: No, you can't do that

Frank: You can't. The important thing is to be expanding one's parameters every minute.

38: Why's that so important?

Frank: Well, that's what it's all about. This life or the successions of lives are all a part of a spiritual development. Read Bach. you'll begin to understand this.

38: Do you think you've lived before? Frank: Oh, yes.

38: Do you know what you were?

Frank: I won't tell you.

38: Wo, ho, ho, well, we don't blame you! Frank, we hope you understand we're not fooling with you, we think this is really interesting.

Frank: I'll tell you something — I'm not fooling either. Some of these things may sound way out, but I believe what I say. I'm very reluctant to talk to many people about it, because you can talk the talk, but walking the walk is . . . well, that's out there on the foredeck in the middle of the night.

38: This is confusing. It is really hard to 'surrender' then or do you just walk out on the foredeck and say, "whatever will be will be"?

John: In my view it's a pretty fatalistic thing, whatever is going to happen is going to happen. But I'm going to do my damndest until the point where I am physically not up to handling the situation, whatever that may be. You know, things can happen out there that are more than you can physically handle. The spinnaker pole can come over so hard it could break your arm or throw you over the side. And I came close to that a couple of times, where I just didn't have the physical strength to handle a line, and if something goes, it goes.

Frank: Yes.

John: I was never faced with an ultimate challenge where I couldn't recover, and neither did anyone else who has made it so far. Although I'm sure the other guys also had situations where they came close to their physical limits of handling a line or wrestling with a sail. I guess the question is what if things had exceeded your physical limits, if you got hurt seriously, or killed. Well, that was one of the risks we knew were there when we signed up to do the race.

Frank: Yes, that's right. And it's one of the things that makes it valuable.

John: If it didn't have any danger in it, it wouldn't have much spice. If you had 100%

assurance you were going to make it to Hanalei Bay with no broken bones and totally intact . .

38: Would you still do it?

John: I'd still do it, but it wouldn't have the same . . . the same adventure, wouldn't give you the same exhilaration. There's an infinite chance you're going to get hurt, and that's part of it.

38: So you're toying with death? Or is that putting it wrong?

Frank: You can't use the word 'toying', because it's deadly serious. There's a whole spectrum to this.

At one end you could lie in bed your whole life and be fairly safe, but the opportunity for personal growth would be very limited because you're in a very sterile environment and only a limited number of things could happen to you. But out there on that ocean you're really at the other end of the spectrum. So many things could happen to you that are totally unforeseen. So what you're doing is opening the door for a variety of experiences that can be fatal face it, that's it. You are laying it all on the line out there, putting your body in a physical environment that can far exceed your ability to cope with it.

38: But Frank, you're not the macho type.

Frank: No, this is in a spiritual sense . . . John: Right, right — in the spiritual

sense. Macho is something you do in front of other people, but here all of your perfor-, mances are without an audience. Except when we, get back, we have the ego boost of saying 'I'm a singlehanded sailor and I participated.' But when you are actually doing it, there is absolutely nobody to witness what you do. There's nobody to help, but I think it's more significant because there is nobody to watch you. You could do a magnificent piece of work, something you didn't think you had in you, but who is to know except yourself?

38: So it's far removed from the basketball player who does a little move in front of thousands of people and gets millions of dollars to do it.

Frank: Ah ha! You see what happens is that he must count on those people to validate his ticket. Validate his actions. We have to learn to stamp our own tickets. When I do something good out there I say 'Frank, there's that spinnaker out there on a beautiful evening, and who put it all together? I PUT IT ALL TOGETHER.' I sit back in the cockpit and just look at it and say,



'Frank, what you did is good!' I have validated my own action, and nobody is around and nobody could possibly stamp that ticket but me. [Spoken with great feeling.]

38: And if somebody said they didn't believe you did it, or didn't sail the Pacific. you wouldn't even care?

Frank: You got it.

John: That's right. The tremendous satisfaction you get by saying 'I did this', and 'I enjoy it', and 'I created something', that's very satisfying to me.

38: Is there anything else like this? Frank. you started your own business, is there any similarity?

Frank: Well, I've started operations from scratch before, the thing is that . . . no, there is something entirely different about this. You know in the business sense you have to relate to other people and they validate your actions through the form of contracts and money and that sort of thing. But this is different because you're so remote from everybody else, so entirely different - other people's opinions or actions concerning this are practically irrelevent. The greatest compliment that people close to me can give me about my singlehanded racing is to say nothing at all, or be very quiet about it.

I had kind of a touching little scene before I left [quietly emotional]. There were two old people on Stornoway who gave me a coffee

SINGLEHANDING

cup and a jar of instant coffee, because they knew I like coffee very much. I was very, very touched by that; I know they don't have much money, and they were really sacrificing to give me that.

John: I had all these people come by my boat in the Emeryville Marina — I'm the only one in the race from Emeryville I guess — but some people knew about it. The Saturday before the race started when I was doing all the last minute stuff all these people came by to wish me well. It was really nice. I felt really good about that, them wishing me luck and 'we'll look to hear about you in the paper and have a nice sail' and that sort of thing.

38: But Frank, why would you rather not have people say anything to you at all about your singlehanding?

Frank: Because I'm not doing it for them. You know, I had the same experience that John did with all these people coming by, but this was something that was not anticipated. When I started working on this race — I started nine months ago — and most of my work was done out in the Gulf of the Farallones in the middle of the night — that's where I quietly put my race together. I didn't anticipate any acknowledgement, any fame, or anything from it. It was really nice to have the well-wishers come by, and they did it in very good taste in my mind.

38: But generally you prefer not to be disturbed?

Frank: As long as there is a degree of spontaneity to what happens it's okay. But it's just is something you have to do for yourself, and the support other people give you just can't be in the form of active participation — at least for me. If they are actively involved, it takes away from aloneness . . you know it's a path I have to walk alone and I can't take anybody down the road with me.

38: How about you, John?

John: I like to talk about it, in fact that's what I do most of the time, ho, ho, ho! People ask me questions, and I do enjoy answering them.

38: What do you tell them when they ask why you did it?

John: Well, I tell them because I enjoy it. But mostly I do it to stay young. I've got to admit that. If I had to summerize it into one small capsule, I'd say the ultimate purpose of this is to keep me from growing old, because I just absolutely am going to grow old kicking

and screaming and fighting every inch of the way! I absolutely am not going to get old! This is the way I have found — for me — that is going to keep me from getting old. I may be old physically, time is passing and that's inevitable, that's going to happen, but I

for everyone else here, but maybe we're in it for the same reason, that we're denying this goddamn grey hair. What I'm saying is that this singlehanding means that this [tugs at his grey hair] doesn't mean a damn thing. This grey hasn't detracted from our ability to do



Start of the 1980 Singlehanded TransPac.

am not going to feel old at all. Ever. I never want to have the feeling that I am an old person.

38: An old person meaning?

John: That I've given up something, that there is something I'm not going to do just because of my age. I don't want to say I'm too old for anything — well, maybe chasing 19-year old girls, maybe I'm too old for that. I guess I am because I'd rather chase a little older ones, ho, ho, ho.

38: Ho, ho, ha.

John: But still there are some things I just never want to give up. Sailing is the vehicle that makes the rest of my mental attitude that of a younger person, a vibrant living person. I mean some people sit down in front of a TV and that's sort of the end of their life. Even though they are still working, at night they sit down . . . well, I don't ever want that because that's like dying while you're still walking around the earth, you're just not buried yet. I don't want that to happen to me, and I think there's a lot of us guys with the grey hair [holds up a clump in his hand]

Buz Sanders: Or no hair.

John: Yeah, I don't know if I can speak

what we want to do, by god.

latitude 38

Postscript: Where are these men two years later? Frank Dinsmore has exchanged his Islander 28 for an Olson 30, Francis Who?, in which he hopes to smash Norton Smith's record. He still sails as relentlessly as he smokes Camel straights. Almost immediately after completing last year's 36-hour Windjammer's Race to Santa Cruz, he took off for his 300-mile qualifying sail for this year's Singlehanded TransPac.

If John Hill does the TransPac this year, it will be on the communications boat. When asked if he'd have liked to race again this year, he was adamant: "And how! I'd love to and I will do it again, but I've been working my ass off and it's been cutting into my sailing time." Some of the stuff he's done is help Linda Rettie prepare for her Singlehanded Japan Race, start Ariel Engineering (593-9925) a machine shop for boats, with his sons, and help fellow ham Harry Hinz prepare his Golden Hinde for a trip to New Zealand. All this in addition to his 'regular' job.

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CRUISING

We didn't expect to like Ensenada. People whom we imagined to be "in the know" prepared us for the worst — the worst harbor pollution, the worst immigration hassle, and worst aesthetics. They advised us to clear in and out the same day, implying we'd catch



Above, a Westsail 28 lies among the 'objet d'harbor'. At right, the harbor from Ensenada Peak.

some horrid plague if we tarried longer than a cat's siesta. We have since learned to listen to such well-meaning advice from supposed experts with the same skepticism due Channel 16 during cocktail hour. But this was our first cruise, and we were easily influenced by authoritative voices.

We thought we'd found Ensenada's harbor to be rocked by massive swells which caused our stomachs to churn like the ocean. However we were later embarrassed to discover that this was not Ensenada's harbor at all. We'd only come 53-miles south, not 60, from San Diego, and had thus put into Port Sauzal, a small but growing fishing port still under construction some 7 miles northwest of Ensenada. We — plus an average of one other boat a week — had been fooled because current charts indicate that the only breakwater with a light tower in Todos Santos Bay is at Ensenada.

Actually, we and everyone else should have known better. Ensenada's almost milelong breakwater extends from the prominent 370-ft. high Ensenada Peak, Port Sauzal's breakwater is much shorter and it fronts a wide valley of neatly spaced olive trees that once belonged to General Abelardo Rodriguez, former President of Mexico.

Wiser for our mistake, we eventually made it into the harbor at Ensenada. This Port of Entry has plenty of water in the center, but stay well off the beach and away from the breakwater. Both these areas shoal up sneakier than Pancho Villa and the tides are lower than la cucaracha's belly. Although the moorings are available for pesos, they may be less secure than your own ground tackle. We dropped ours in the mud/sand bottom that offers excellent holding ground.

When Cabrillo discovered Ensenada only a half century after Columbus discovered 'America', there were no berths here. When we arrived in November of 1981 there were no berths either. But there had been berths for pleasure yachts in 1979. Alas, winter storms blew them apart and they've yet to be reconstructed. While Ensenada's harbor offers excellent protection





ENSENADA

union — prices are fixed and posted daily. We scored a kilo of crab legs for fifty pesos [about \$2 back in November before the peso devaluation] and brushed off the 'enthusiastic' shrimp sellers who practically foisted their \$10 kilo camerones into my backpack.

I he taco booths across from the de Mariscos can't be ignored. For me Mexico has always been a land of smells, and the aroma of fresh fish and corn tortillas cooking over a mesquite fire is irresistable. For a meager eight pesos [32¢ before devaluation] you get all the sensual pleasures of sweet fried fish placed between a pair of soft tortillas. It's all covered with salsa, guacamole, and other condiments that oooze all over your chin and down your chest. For an entire hour my husband Dennis and I slurped and burped, both indulging ourselves and not wishing to hurt any vendor's feelings by passing up her booth or refusing a second taco. When the fires were finally extinguished and the bowls of condiments put away, we finally waddled back to our dinghy and





from the normal northwesterlies, it's exposed to the winter southeasterly gales. You'll be glad to know that Cabo Punta Bando, five miles to the south, offers good protection from southerly gales.

Our mistake at Port Sauzal and ensuing late arrival at Ensenada precluded a quick check-in-and-out, leaving us grumpily headed toward an unpleasant self-fulfilling prophecy. But having to stay another day forced us to open our minds, and we were rewarded. (Cruişing is full of surprises!) Except for getting short-changed at the rip-off water-front liquor store, we found Ensenada to be a nice place to visit.

Our first exploration trip ashore netted two welcome discoveries at the harbor head: the fish market and its accompanying taco row. De Mariscos is like a farmer's market for fishermen, boasting all kinds of seafood including crab legs, shark steaks, sea bass, abalone, shrimp, and many other delectibles. Because it is owned and operated by members of the co-operativa — similar to a

AVIII DE 38



The fresh fruit vendors; watermelons, pineapples, limes, etc. Health food!



The dinghy docks.

Most prefer the inexpensive water

taxis.

Al Capone's con-

vention center.





Purchasing sea bass at el mercado de mariscos.

rowed back to the boat to cook our crab. It wasn't San Francisco crab, but it was still delicious.

During the row to our boat we couldn't help but notice how filthy the harbor really is and how widely the regulations against dumping oil are ignored. But then, Santa Barbara's harbor is full of oil, too. We decided that if you don't swim in it or drink it, you'll be okay.

After a restful night on the boat digesting our food, famed Ensenada water taxist, Juanito, roared up with an offer to take us ashore to deal with the paperwork. Although his fare was just a few pesos, we declined. "If you leave your dinghy at the dock, you must pay two dollars or they will steal your oars," he shouted on departure.

There are numerous dinghy-type docks along the east shore of the harbor. Most of them belong to the sportfishing or diesel fuel concessions. What we did was ask permission to tie up for a few hours, and then give the owner a beer or two when we returned. Using this system neither of Juanito's dire predictions materialized — although we later heard several stories of folks losing their oars in other Mexican ports.

In town I found that I speak enough Spanish to get along with only a few problems. Although many Mexicans and nearly all officials in Ensenada can speak English, I found they appreciated my efforts in Spanish. When I mess up — like the time I asked for a wallet when I wanted an ashtray — they correct me with grace and good humor. It turned out the \$5/hr. I paid Maria, a native-speaker, to tutor me for the six months prior to our departure from the US of A was well spent. Certainly better than the moisture absorbant foul weather gear that cost me a fortune.

While our dinghy was safely ensconced at Fritz's fishing pier, we strolled the street catywampus to the harbor in search of Immagracion. We found it easily, a pink structure across the street from the Navy building close to the waterfront. There we discovered that the five typed copies of our crew list made a good impression. If you're headed south, be advised that Mexican officals do not like rumpled papers; so keep all your documents — passports, crew lists, tourist cards — neat in one protective folder or satchel. And be sure you take everything with you whenever your visit a government office. Many are the times we've witnessed the



CRUISING ENSENADA



frustration of sailors who have waited in line for an hour to renew a permit only to be turned down because a necessary document was left in their boat's quarterberth.

Since we were neat, typed, and complete we were treated with the utmost courtesy, welcomed to the country, and within ten minutes sent on our way to El Capitan del Puerto located a mere three blocks away. Another ten minutes in there and all our 'chores' were done, and we two viajeros were on our way to the post office on Juarez Street.

uarez Street is one of Ensenada's main drags and except for the occasional horse drawn cart resembles areas of Oakland. It boasts everything from hardware stores to bakeries — and at a fraction of the prices charged in the harbor and tourist areas. For example, a six-pack of beer cost us 81 pesos at Yacht Liquors near the harbor; on Juarez Street the same six-pack was only 52 pesos. Another excellent purchase was a kilo of tortillas for 8 pesos. We found the gooey bakery

goodies to be extra sweet here, so unless you love tingling tooth fillings, opt for the sugar cookies rather than the cream tarts. For the homesick, Colonel Sanders thrives in Old Mexico.

The feature of downtown Ensenada I liked best is the proliferation of taco stands. Seven pesos will buy a grilled meat carne asada taco that demands to be followed by at least dos mas. I especially enjoyed the social atmosphere of these fast-food stands. You order, re-order, consume, until you are ready to leave. Only then do you pay for what you ate. Unlike the hurried and impersonal bun-and-runs of the U.S., here you stand in front of the booth, watch your food being cooked, and compliment the cook as you eat. No one in Mexico takes food to go, nor do they order from their cars.

Yes, we do eat from Baja street vendors. No, we do not get sick. I've done this for twelve years now and the only turista I've caught was from the awful water at the L.A. airport. If you aren't sure the ice or water is potable, ask. They have no reason to lie to you. [Editor's note: many sailors claim

Ensenada has the only bad water in Baja; the mainland is a whole different bunch of microbes.]

Once in a very great while a merchant will lie about your change. Our \$30 lesson has since been reinforced by honest merchants. Learn the value of pesos immediately. Change your dollars into pesos at a bank to get their maximum value. Always pay in pesos, and count your change.

Mexican prices are usually posted only in pesos. \$195.00 means one hundred ninety-five pesos, not dollars. On pumps at the federally controlled Pemex gas stations, the price is listed in pesos per litre.

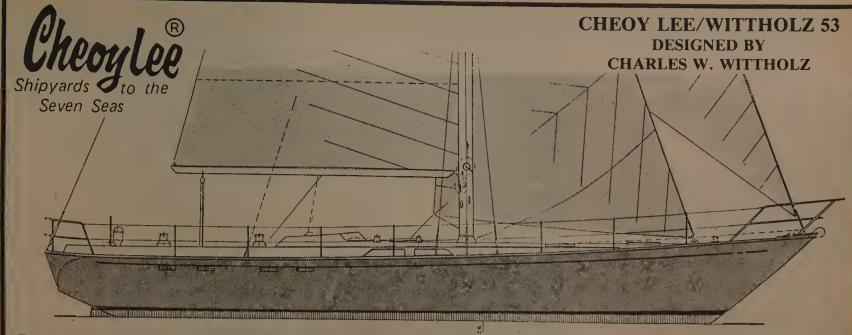
We bought diesel fuel — about 60¢ per gallon — at Juanito's dock (that man gets around). Siphoned from barrels, it looks like bock beer, but when we ran it through our coffee filter/funnel system, it came through with only two tiny grainy things and thereafter ran our engine without difficulty. If you're willing to pay a little more, Juanito will also bring fuel and water to your boat. I admire that man's enterprise.

I wish I had the same admiration for the Navy drum and bugle corps that serenaded us yachties morning and evening. Their base borders the harbor and the din of these favorite Mexican instruments was immoderate. I've been told that Navy bases border many harbors and we'll be hearing this sound all through Mexico.

A much more pleasing diversion was a visit to the 'convention center'. It's a huge white postcard kind of building across Av. Costero from the harbor. Formerly a gambling casino owned by men of questionable character, it was frequented by men of even more questionable character. Al Capone was one. This extravagant building is a source of local pride. The day we visited the caretaker told us El Presidente Portillo was coming soon to spend four hours in Ensenada. "He wishes to see what can be done about the harbor pollution," we were told.

After three days we cleared out of Ensenada, feeling grateful for the lessons we learned there. It's not one of the Seven Cities of Cibola, but it's a stop we enjoyed. And the wish offered by the Port Captain's secretary lingered to warm our hearts cockles during many a dark and windless night down the coast of Baja. "I am glad you enjoyed our city," she said in answer to my already improving Spanish. "Go with your sails full of the good wind."

- january riddle



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YOUR BOAT, YOUR BEST...

If you own a seaworthy boat anywhere on the Pacific coast, you also have the best possible thermonuclear bomb and fallout shelter available anywhere. With a few minor modifications and a little forethought, you parity between the super powers was kept, no one would attack. Science and industry got fat on nuclear defense contracts as each nation struggled to keep up with the other's nuclear production.

"Always wear sunglasses during and after a nuclear war."

and your family or friends can survive an allout nuclear exchange with little or no shock, heat or radiation exposure.

People like you will become critically important after a nuclear war. Being among the least affected, you will automatically assume important roles in the rebuilding of the nation.

To own a boat and not make the simple preparations described in this arcticle would be statistically more stupid than sailing the Caribbean at the height of hurricane season without storm gear. Even so, the odds of meeting an ultimate "survival storm" under those conditions would be considerably lower than the probability of nuclear war over the next decade.

Swiss political scientists have calculated the odds of a thermonuclear exchange between the U.S. and the Soviets during 1982 at about 5%; this is quite high — about 3% higher — than the mortality rate for open heart surgery. The odds are becoming worse because the U.S. ground based missiles and the S.A.C. fleet have become outmoded and vulnerable to a Soviet sneak attack during the decade of the 1980's ("window of vulnerability"). Only the new Trident submarine missiles remain relatively secure.

During the 1950's and 60's the U.S. and Russia began developing extensive nuclear war civil defense systems. Russia established her *Doomsday* strategy, which guarantees that if attacked by the U.S., she will retaliate with all-out nuclear destruction of our military, industrial and population centers. The myth was promulgated that all-out nuclear war would destroy all life on earth, was therefore unthinkable, and as long as nuclear

In the process, the U.S. scrapped its nuclear civil defense system after 1972. Nuclear was unthinkable.

Not for the Soviets. They kept developing and strengthening their civil defense system to the point that now the U.S.S.R. can survive nuclear war with considerably less loss than the U.S. What is more, the Soviet communist party believes their nation can actually win a nuclear war with the U.S.

If the Swiss are right, a 5% risk of nuclear war over 1982 becomes (by the laws of probability) a 50% risk over the decade of the 1980's, and a 100% certainty over a period of 20 years. Even if the U.S. updates its triad of nuclear defenses by the end of this decade, over 25 years the risk would be as high as 85% or so.

How Does My Boat Help Me?

Your boat provides you with a retreat that can be moved out of targeted areas and away from initial shock and heat effects of nuclear war. On the Pacific coast, it can move you completely outside all possible radiation fallout paths, so that survival after the initial attack can be of optimal quality. Even if you are in the path of radiation fallout (by some fluke of weather), your boat reduces radiation exposure to practically nothing because fallout particles *sink* in the water and can be easily washed off the surfact of a boat. Your "protection factor" under fallout conditions is much higher than in even the best land shelters.

You will have time to debark in your boat (assuming it is properly prepared) because in any possible sneak attack or major nuclear exchange scenario there will be two to seven



days of warning — not the "twelve minute alert" of fiction. Why? Because it takes the Russians several days to evacuate their people into their underground shelters. They



have poured huge funds into these shelters, and the communist leadership is committed to the genetic survival of white Russian communists. They will not attack until their

defenses are in place.

If the U.S. attacks first, there will be even more warning. Current evacuation plans for the San Francisco Bay area, for example,

BOMB SHELTER

call for a seven-day effort to move the population into Northern and Central California (Mendocino, Santa Cruz, etc.). The evacuation format has been adopted and will be funded over the decade of the 1980's, but is not currently in place. Officials plan to move half a million Bay area people into Santa Cruz, where they will be housed in public buildings, for example.

Personally, I don't think I like the idea of sitting in a traffic jam on Highway 17 for 24 hours on the fourth day of an evacuation, knowing the Soviets are already fully evacuated and can strike at any moment. Knowing also that there is tremendous military advantage in a first strike.

Sailors with any sense will be 50 to 100-miles offshore in a fully provisioned boat with radio communication, radiological devices, and alternate emergency destination plans.

Where Are The Targeted Area?

Military experts distinguish between primary, secondary, and tertiary nuclear targets in the U.S. In his excellent book, Life After Doomsday, (Dial Press, 1980), Dr. Bruce Clayton lists the following primary or military targets in California: Travis Air Force Base, Fairfield; Castle Air Force Base, Merced; Mather Air Force Base, Sacramento; Beale Air Force Base, Marysville; March Air Force Base, San Bernadino. To this list could possibly be added places like Fort Ord on the Monterey Bay.

These targets would be hit initially on a first strike. At least, this is what seems reasonable to Clayton, many civil defense authorities, and certain military analysts.

Secondary (i.e., industrial) targets in California include major San Francisco, Los Angeles, and San Diego area locations, and the tertiary targets include all other populated areas from San Francisco East and South to the Mexican border. Clayton includes Gilroy, Salin'as, and Monterey, but excludes Santa Cruz. The civil defense authorities exclude all the Monterey Bay with the possible exception of Fort Ord. All authorities agree that northern areas of California and southern areas of Oregon are not only untargeted, but will have only a 2% risk of being in a fallout pathway. This is why many "survivalists" have bought property in these areas.

Clayton believes that perhaps 20 minutes



Ka boom!

after a first strike against primary targets, a second strike would come against industrial or secondary targets. In his optimistic view, populated areas may never be hit, and all bombs but those destined for missile silos in the midwest and southwest of the U.S. will be detonated above ground, generating little or no fallout.

I disagree. The Soviets still maintain that limited nuclear war is impossible, and that any nuclear exchange will be all-out. What is more, the communist eschatology culminates in a time when the proletariat will rise up against their oppressors and genocidally exterminate them, as the peasants tried to do with the aristocrats during the French revolution. In their view, we are the oppressors. It seems likely to me that the Soviets mean it when they threaten Doomsday, and that they will attack all targets, military or civilian, in a first strike. There is a great military advantage in a large-scale first strike.

As to the idea of fallout-free above-ground nuclear detonations, if the aim of the Soviet military is to humanely cripple our military and industrial capabilities while sparing the civilian population (a U.S. military goal), then possibly they will use above-ground detonations. But there is a general military advantage in less damaging ground detonations producing huge amounts of fallout that render the attacked area unusable to the victim for several weeks (paralysis of military and industrial recovery) and possibility salvagable for a later invading land force. What is more, the Russian military has never shown a humane concern for civilian survival, and has every doctrinal reason to commit genocide against America. The U.S.S.R. would love to salvage our superior technology with minimal human resistance.

For the purposes of nuclear survival, we must assume a "worst case" scenario. All targets, primary, secondary and tertiary, are targeted. All targets will be hit within a reasonable accuracy, and all will be destroyed with ground detonations that produce massive radioactive fallout.

In such a scenario, the only secure places to be in California will be at least one hundred miles north of San Francisco up through southern Oregon, or at least fifty to one hundred miles offshore in the Pacific.

What about the possibility of thermonuclear explosions over or on the Pacific? Russian technology is not as good as ours. Their reliability factor (getting a missle from launch to target) must be below 80%, since that was the reliability factor for U.S. ground missles in 1976. Many untargeted areas may be hit. On the other hand, many targeted areas may not be hit.

To be harmed by a nuclear explosion in the water, your boat must be within five to fifteen miles of 'ground zero' — depending on megatonnage of the blast. The water waves produced by a blast are not breaking waves, but more like short-period tidal waves that can be ridden out. Fallout from an underwater blast will pose no threat because the contaminated water vapor is too light to fall back (unlike heavy earth particles).

Your biggest danger in a boat would be looking at the blast. The initial gamma radiation can sear your retina from hundreds of

miles away, creating a central blind spot (but not complete blindness).

How Long To Remain Offshore?

Civil defense authorities consider a two-week's supply of food and water to be minimal for ground shelters. Regions that have been covered with maximum fallout will be unsafe to visit for three months, and people sheltering in these areas would be evacuated to safer areas as soon as radiation levels were low enough to allow for the exposure of the move.

From a boat offshore you will have to rely upon radio communication to determine what ports to make for, and upon a visual examination of the atmosphere to see where the radiation clouds have gone.

Basically, all fallout in the U.S. goes in an easterly direction. From the San Francisco bay area it can move northeast or southeast. Monterey Bay may or may not be safe, but areas in northern California will definitely be safe. You will be able to tell whether detonations have been ground level or in the air by visual inspection. If huge quantities of dark materials are funneling up and spreading out in a particular wind direction, that is fallout. If the nuclear cloud simply shoots up and hangs together like a compact floating mushroom, drifting slowly downwind without dark material, there will be little or no fallout because the bomb was detonated above ground. In this case it would be possible to return to the San Francisco area, for example, after getting radio confirmation.

In any case, don't return to the mainland until the war is over. Don't return to areas that are even slightly radioactive. Plan to have the capability of staying out for a minimum of two weeks, but better yet, a month.

How To Deal With Fallout Offshore?

The danger in exposure to radioactive particles lies in the length of time one is exposed. In one hour of exposure to 200 R's per hour, one receives a dosage of 200 R's, and may die. In only one minute's exposure to the same material, one receives a dosage of 200 R's/60, or about 33 R's.

It is practically impossible for fallout from the Pacific Coast to blow out over the Pacific Ocean. If you get caught under fallout in a boat (or even a lake), however, it will not float and endanger you to long exposure. It

BOMB SHELTER

will sink. The worst exposure you could suffer would be from radioactive dust on the deck and coachroof or doghouse. This can be washed off with a bucket quickly every ten minutes if the cockpit is covered (don't get stuck with trying to wash stuff down two tiny cockpit drains), or a pump and hose can be rigged to operate continuously. The possibility of radioactive fallout over a boat offshore in the Pacific is so slight that a bucket and cockpit cover seems to be adequate provisioning, however.

Preparation & Provisioning For Nuclear Shelter

Here is a list of absolute necessities that

*After an all-out nuclear war some parts of the northern hemisphere may suffer enough destruction of the ozone layer to create a danger from ultráviolet rays that could extend up to six years. No one really knows the

should be kept aboard at all times and replenished as needed:

Two pair of sunglasses for everyone*; 15 to 30 days' supply of food and water for all; Cockpit cover and bucket; Transistor radios and a marine or ham radio; Binoculars: Coastal charts and navigation equipment.

Here are some other things it would be nice to have aboard:

Civil defense radiation kit (two radiological survey meters, two dosimeters, dosimeter charger, civil defense radiation manuals); Long-term life sustaining systems for water purification, fishing; Long-range and shortrange self-defense weapons; Entertainment, games, music. The rest is up to you.

potential, but a "worst case" speculation is that we'd need to be nocturnal for at least a year to avoid eye hazards and skin burns. Use sun glasses during and after a nuclear

A Basic Nuclear Crisis Plan

You and your family or friends should have a plan for getting together and debarking in a nuclear crisis, for bringing extra supplies aboard, for where and how you will sail (or motor), for keeping water and fuel tanks topped off at all times, for radio communication at sea, for living together at sea, for determining when it is safe to return or whether to make for an alternate destination.

You should begin to familiarize yourself with all the civil defense and nuclear war information available. Look in "survival" stores, go to libraries, look for new publications in bookstores. Learn how nuclear weapons work, how radiation works, and know as much as you can.

We are living under the cloud of an everincreasing likelihood of thermonuclear war. Your boat is your best survival agent in such

- dr. lewis s. keizer

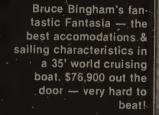
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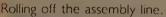
31' Reinell E.B. .27,500 31' Owens cruiser, 1970. 125,000 31' Seahorse Trawlers (NEW). from 43,000 * 39' Uniflite, 1962 . 127,500 41' M.M.C. Trawlers (NEW).

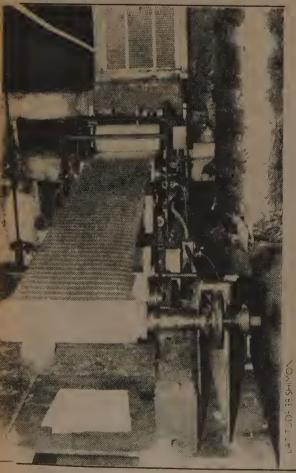
95,000 *

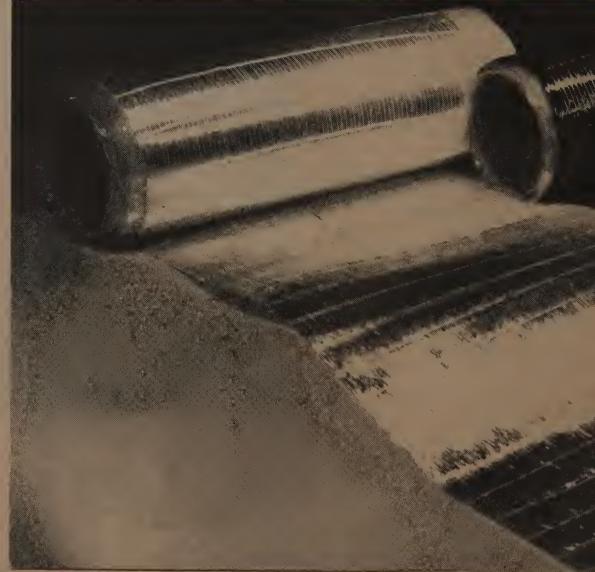
ORCON

If you follow grand prix sailing at all these days, you've undoubtably heard the terms "unidirectional S-glass", "Kevlar" and "carbon-fiber" bandied about. The boats in the news, like the new maxis Kialoa and Condor, and the top three finishers in the 1981 Admiral's Cup: Swuzzlebubble, Victory, and Regardless, were all loaded with these "exotic materials."

What you may not realize, though, is that the main producer of these new go-fast materials is located right here in the bay area. A company called Orcon, located in Union City, currently supplies most of the world's top boat builders with unidirectional S-glass, Kevlar and carbon fiber, also known as graphite. These products make super light, super strong hulls and decks. They're also used in graphite masts, common on many cat-rigged, stayless spars. Not only that, Orcon has been working with North Sails for the past two years developing those seethrough light air spinnakers and other sail-







S-glass, left, and graphite ready for use.

cloth material.

Orcon's link with the marine industry is Craig Riley, a young, dark haired catamaran sailor who was originally a customer. When Craig built a C-Class cat with Atherton's Jim Hansen for the 1980 Little America's Cup, he came to Orcon for light, strong, space age materials they were making for the aviation and aerospace industries. Craig didn't win the race, but he was asked to work for Orcon and find ways to penetrate the marine market.

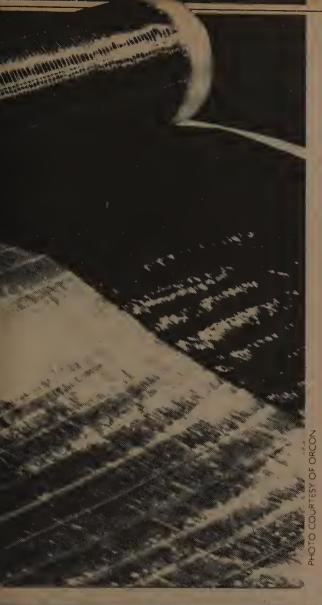
Since then he's done a pretty good job, judging by his list of clients and their track record. In addition to the boats mentioned above, there's Dave Fenix's Pegasus and Richard Hokin's Love Machine V. Kiwi Boats, which supervised much of the work on Condor and Victory in England, has been the largest consumer of Orcon materials. Bay area users include North Coast Yachts, Santa Cruz's Terry Alsberg and Cal Coast's Don Peters, who's building Les Harlander's new 40-ft. Mirage.

What's their secret? Nothing earth shaking, really. It's all how you lay it out, so to speak. Orcon specializes in unidirectional



mats of fibers, as opposed to the more traditional woven fiberglass. The Orcon mats come in long strips a foot wide, with fibers

ORCON

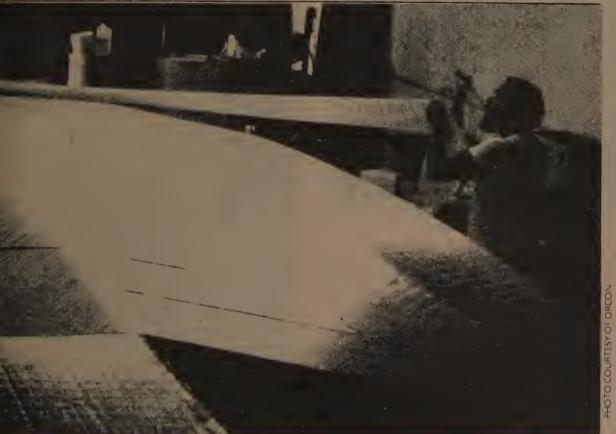


Smaller strips can be used for selective reinforcing when combined with traditional fiber-glass methods.

Orcon's biggest seller is structural fiberglass, or S-glass. Most fiberglass boats use E-glass, which was originally intended as electrical insulation.

"E-glass has always been cheap, and it was good enough for building boats, so the industry got used to it," says Craig.

The advantages of unidirectional S-glass are several. It's about half the weight and four times as stiff as E-glass when impregnated with resin. Much of the stiffness comes from the parallel alignment of the fibers rather than the traditional woven pattern. Under a load the woven fibers press against each other, stretching and crimping. With the unidirectional pattern you avoid those problems.



Laying up a custom 43-footer. The hull and deck reportedly weighed only 690-pounds.

held in place by a large plastic grid. The strips are cut and laid diagonally over the hull's lightweight core and then bonded with resin.

The Kevlar and graphite fibers are also made up in the unidirectional grids by the Orcon factory. The two fibers have their own



Craig Riley.

unique properties. Kevlar is very light and has good tensile strength, which means it resists being pulled apart. (That's why it's used in standing and running rigging, although Kevlar lines have had their problems going through turning blocks.)

Graphite is incredibly stiff. The new Condor's hull, which is extremely long and narrow, is about 40% graphite. It needs built-in stiffness to withstand the incredible headstay tension developed in the masthead rig.

Both graphite and Kevlar are lighter than S-glass. For the weight conscious sailor, they are an answer to their prayers. Strong, light hull skins require fewer internal bulkheads and stringers. Weight in the form of extra layers of glass or internal ballast can be centered in the boat, making the ends light and the boat's motion through the seas much smoother.

Craig says builders are now able to get weights down to previously unheard of levels. He knows of one 46-ft. SORC boat under construction in southern California where the bare hull and deck tipped the scales to 1000 lbs. Three years ago the bottom limit was about one and a half times that.

As you might expect, these exotics cost plenty. S-glass is twice as expensive as



A composite main with Kevlar/Mylar leech and Mylar/Dacron luff section.

E-glass. Kevlar is twice the price of S-glass and graphite is one and a half times that. Riley is the first to admit he's part of the spiraling cost of winning big boat trophies.

"Sure, we're guilty," he says. "We're aimed at the custom, one-off builder and the top of the production market. Hopefully, these advancements will eventually work their way down into the rest of the industry and benefit the average sailor."

He adds that carbon fiber has great fatigue resistance, and won't wear down like metal. Boats built of graphite should last a long time.

 G raphite is also popular for the fabrica-

tion of free standing spars used on more and more cruising boats, such as the Freedom 40 and 28. While Freedom Yachts produces its own graphite masts, you can find the Orcon brand on the Nonsuch, Chuck Payne's Whistler 32, the Tanton 43 and the Richard Black's Shearwater 28. Several racing dinghy classes, such as the 505 and the Gryphon, also allow graphite spars.

Orcon also contributes more and more sails to fly on those spars. Craig happened to spot some lightweight reinforced Mylar used by Orcon for aircraft insulation. He realized it would make a perfect sailcloth. It was gossamer thin, didn't absorb water, and the reinforcing grid gave it strength and tear resistance.

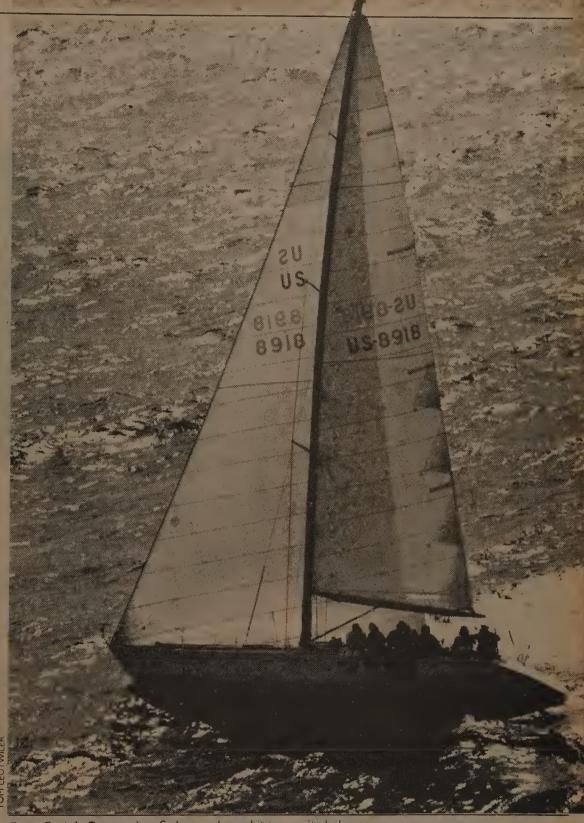


A New-Age loom making Mylar.

As with any new product, it took time to develop the material. Craig worked exclusively with North Sails for 2 years and currently has five types of sailcloth to offer. (The



Orcon material became available to the general public as of January 1, 1982.) He's most pleased with the clear, 0.4 oz. spinnaker cloth called Aeroform, which the 12 Meter



Dave Fenix's Pegasus has S-glass and graphite over its balsa core.

Clipper used in the last America's Cup campaign. Craig says the stuff will stay filled in the lightest of cat's paws, especially in flat water. Optimum wind range for a 2-Tonner would be 0-7 knots of wind strength. Costwise, it's priced about the same as ½ oz. spinnaker cloth, or \$2.50 per sq. yard.

Since Kevlar resists stretching so well, it's also been used in sails. Some state-of-the-art racers now fly composite sails, with Kevlar used in areas of high stress and the more pliant Mylar elsewhere. Some of these sails are super stiff and make a tremendous racket when they luff. "We still have to figure

out how to make them softer," Craig says sheepishly.

Obviously, Craig is a man on the move, spreading the news about these new space age materials. He travels a great deal, but still manages to sail when he can. He won the 18 square meter nationals last year in a catamaran he built. He used Orcon graphite on the bottom of the hulls and also on the leading edge of the 110-lb, solid wing sail. He says the boat was supercharged and he plans to campaign actively this coming year.

Presumably he gets his graphite wholesale, but that's just one of the perks of his job!

- latitude 38 - svc

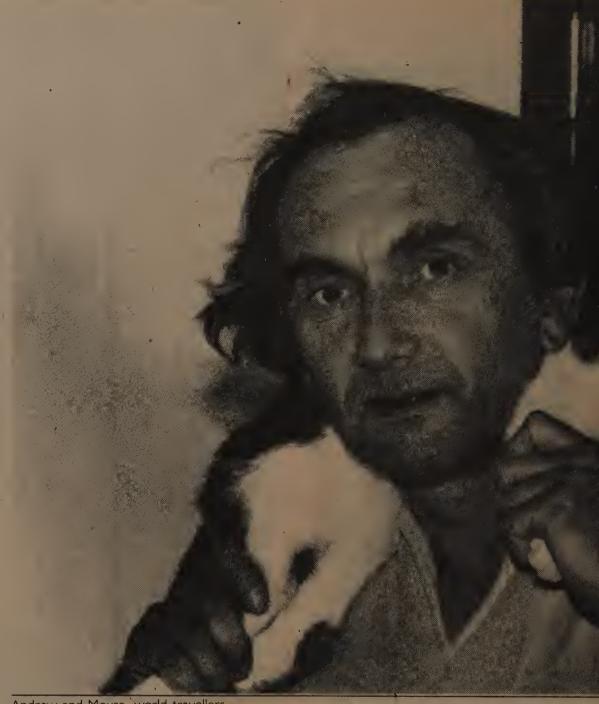
URBANCZYK:

How does one write about Andrew Urbanczyk, the Russian-Polish sailor who suddenly appeared in northern California four vears ago with bizarre stories about sailing to Japan and back with a cat named Mouse, streaking the Queen of Belgium, and how to prepare for extended ocean voyages without engines or liferafts? Who is this impish character who draws amusing pictures, charts and graphs and propounds such truths as "Urbanczyk's Law: Each item on a boat requires two more items to support it!" Does this man with the broken English syntax really exist? Or is he a flight of fancy we all know and laugh about, an agreed upon hallucination we can't verify the existence of, like Santa Claus or the Easter Bunny?

Yes, Virginia, there really is an Andrew Urbanczyk (ur-ban-chick). Like Carlos Castenada's Don Juan, he appears in the twinkling of an eye. Of medium height, he is built solidly, with powerful forearms and calloused hands. His blue eyes flash and pop and he gesticulates with his hands as he speaks. Thoughts in his mind travel through Russian, Polish and German translations before spewing out in English. Occasionally he apologizes for not being clearer, but that gesture is as futile as making excuses for the weather. Urbanczyk will get his point across, and the listener will be tickled by his presence.

Andrew exists on many planes. He is an author, house builder, judo expert, mountain climber, piano composer, jogger, chemical engineer and retired physicist. At 46 years of age, he has sailed over 40,000-miles, including 15,000 of them singlehanded. He is a licensed captain of the Polish merchant fleet. He speaks four languages, and has studied a fifth (Japanese) by watching Samurai films! He has published twelve books on sailing and is a walking encyclopedia on the subject of singlehanding.

Located in time and space in the sleepy hamlet of Montara, half an hour south of San Francisco on the Pacific shore, Andy recently finished building a huge, three story house. He lives there with his wife Krystyna, a blonde, wordly wise woman whose eyes reflect a life not unmarked by past turmoils. She is Andy's other, perhaps better half, the support person who corrects his English as best she can. She is also a working professional and an excellent athlete in her own right. For fifteen years she played basketball for the Polish national team and now she is a



Andrew and Mouse, world travellers.

competent mountain climber.

Also sharing the domain are two cats: the infamous Mouse, aka Cardinal Virtue, sailor of the seven seas; and Pussywillow, Mouse's longer haired, female partner, who, like Krystyna, stays behind on the sailing expeditions.

The Urbanczyk's home is sparsely furnished — they hope to sell it and cannot afford the luxury of settling in. For the past decade they have lived the life of transients. "We are always camping out", as Andy puts it. They have put down some roots in America, a country they have come to love. They also paid a severe price to pursue their wanderlust, and they are not quick to surrender that option.

 ${f A}$ ndy Urbanczyk was born in Russia in 1936 to a German mother and Russian father. His family emigrated to Poland after

World War II. After Andy completed technical university in Gdansk, he finished his formal schooling in Leningrad. Between classes he sailed Finns and Snipes on the nearby rivers and Lagoda Lake.

With degrees in physics and chemistry, Andy returned to Poland and went to work. Sailing represented adventure for him and he quickly received the ranking of captain. He spent many profitable vacations working as skipper of the state-owned boats sailing the Baltic and Mediterranean (sailing out of Yugoslavia).

In 1957, the 21-year old Urbanczyk achieved his first notoriety by building and sailing the wooden raft Nord I across the Baltic Sea with a small band of adventurers. The voyage was the first major sailing event in Poland after the War. It garnered considerable publicity and resulted in Andy's first book, Across the Baltic in a Raft, which became quite popular in Poland.



INSIDE OUT OF MY MIND

started the lengthy process of getting all the offical approvals required. Afraid that they would never get the final clearance, they decided on a riskier plan. During a summer sailing vacation on the Mediterranean they jumped ship in Italy and proceeded to Germany. Their escape came just two months before the bloody 1970 food riots in Gdansk

After two years in Germany, they booked passage to Australia, where they both dreamed of living. An Amercian friend convinced Andy to come to New York and see the USA before going. Andy soon wired Krystyna to sell everything and come join him. They moved west, ending up in Montara. Andy found work as a chemist for an electronics company. His specialty was working with diffusion processes, i.e. doping silicon wafers to change their electrical conductivity. Krystyna found work with a local doctor as a radiological technician.

America has captured Andy as no country had before. "America makes me dizzy," he says. "I admire her shores and mountains, New Yorkers, Eskimos and Samoans. I admire Mary Tyler Moore for her intelligence and grace, Johnny Paycheck for his brightness (he remind me of Russian guitarist and protest singer, Bulat Okudzhava). I am crazy about Columbia space shuttle, solar panels, hamburgers, Coca-Cola, and Gremlins. I am astonished by my reflection in the chrome of the chopper's exhaust pipe as it passes me on the highway!"

In 1975, Andy completed his second major sailing expedition, a two-man open boat voyage from Casablanca to Barbados in the Caribbean in *Nord II*. The trip took 31 days and Andy describes it as being an "easy sail".

During the same year Andy was laid off from work and things looked dark for a while. With savings he bought a small lot in Montara and a prefabricated house. He knew little about construction and the plans for the house mystified him.

"I see box on drawings with 'linen' written on it," he says. "Aha!' I say, 'must be electrical box!"

Nothing if not resourceful, Andy completed the house in six months. A real estate agent came by and asked him if he wanted to sell. Andy said no. The agent then made him an offer he couldn't turn down. He quickly realized he made more money from building

houses than working in electronics. His employment problem was solved, at least for the next few years.

With some of the profits of the house sale, Andy bought the Ericson 27, Nord III. He took delivery in Los Angeles and set out for San Francisco by himself. He recalls the exhausting twelve day sail as a nightmare. He had little food and no radio direction finder or sextant. Being so close to shore, he didn't figure he would need to navigate much. He also had no self-steering device, which meant manning the helm 22 hours a day.

The trip quickly showed him where his weak points were, and he set about correcting them. He built a self-steering device, stocked up on food and provisions and set out across the Pacific with Mouse on July 21, 1977.

Three-and-a-half weeks later they made landfall in Hawaii, and Krystyna flew in to join them for two months. They went diving



Krystyna and Andrew atop Ixtachuatel, a Mexican volcano.

and exploring, sampled local cuisine, and climbed volcanoes, including the 13,796-ft. Mauna Kea, highest point in the state.

Krystyna returned to Montara and Andy continued west, stopping for a short, friendly visit at Wake Island. On November 22, he

During one of his yearly physicals — sailors are required by the state to pass health tests just like other athletes — Andy met a pretty blonde medical assistant who sent his heartbeat racing while she took his pulse.

"She asked me if this was normal," he recollects now. "I say 'NO! NO! Usually my heartbeat very slow'."

Andy and Krystyna spent the next five years trying to find the time to get married. Either he was off sailing or she was playing basketball. Finally they made it official, bought a house and more or less settled down.

Even though they enjoyed a good life by Polish standards, both Andy and Krystyna yearned to travel freely. They applied for a program to rejoin part of Krystyna's family in West Germany. They were accepted and

INSIDE OUT

sailed into Tokyo. Rather than risk sailing in the winter storms, he decided to stay in Japan until spring. He found some part time work with an electronics company and Krystyna joined him for a month.

Andy took the opportunity to search for some of his lost roots. His paternal grandmother was the daughter of a Japanese ship captain who had rescued his anti-Czarist grandfather from Vladivlostock before the Russian Revolution. The young couple married and traveled to San Francisco where Andy's father was born. Soon the couple separated, however. Andy's grandmother returned to Japan while his grandfather and father re-entered Russia after the communists took over. Andy persuaded several newspapers to run stories about his search, but to no avail.

In April of 1978, Andy headed east for California. Without a spinnaker, he sliced the time for the 5,000-mile passage almost in half, completing the trip in 49 days. The feat earned him a place in the Guinness Book of World Records.

Andy sold Nord III after his return and went back to building houses and writing. It was at that time that his Out of My Mind column began to appear, his forum for presenting his views about sailing. To the average American, Andrew seemed to be an enigma. His tremendous backlog of blue water experience, which has taught him the virtue of simplicity and efficiency, combined with his wit and unique phrasing of words to produce a total effect foreign to our mass mediaoriented minds. Andy realized this has helped him get his message across, but it also hurts him a bit.

"Regardless that I am always making jokes," he says, "there are a lot of things sacred for me, like life of humankind, excellent navigation, unfailable equipment . . . Titanic was serious with her designers, goldplated stuff, and her unsinkability. My wooden raft Nord was 'funny', but which voyage was safer?"

 ${f A}$ fter four years ashore, it's time for Andy to go to sea again. On July 4th, six months after he became an American citizen, Andy will start a singlehanded sail around the world. He plans to average 100-miles a day in a yet-to-be-chosen 25 to 27-footer, with stopovers in Australia, South Africa and



Handy

Panama. If all goes according to plan, the voyage will take one year. If successful, it won't be the fastest voyage, or one in the smallest boat, or the only one without an engine. But that's okay with Andy, because, he says, he'll be promoting his new book, How to Plan Oceanic Voyage.

"To show how much my book is worth," he says, "I will test it by sailing. I like make the best voyage from the planning point of view: never late, safe, well done, utilizing my time and not taking chances. It may not look too impressive, but we who have sailed know how difficult it will be. From Willis to Chichester, sailors have always been late!"

Andrew will again have Mouse as his first mate, and Krystyna will fly in to his stopover ports to spend time with them. They might even find some time to climb mountains together.

Besides keeping his sailing schedule, Andy will be plenty busy performing other tasks. He'll have plenty of cameras along, including a 16mm movie camera. a typewriter

for composing articles (including Out of My Mind), lots of books in English, Russian and German, and cassettes of Krystyna playing the piano, as well as Chopin and Johnny Paycheck.

 $oldsymbol{1}$ e'll also be testing equipment, just as he did on the Nord III trip. As a consultant to San Leandro's Davis Instruments, Andy has worked on the development of several seagoing devices such as the Echomaster, a storm-proof radar reflector, and a semitransparent mirror sextant. On the upcoming trip he'll be testing one of his own inventions, the Self Acting Sail Slide Stop (SASSS), also known as "the third hand". He's also got some ideas for new designs of solar panels (all of his electrical power will come from them), and a new type of sextant for a life raft.

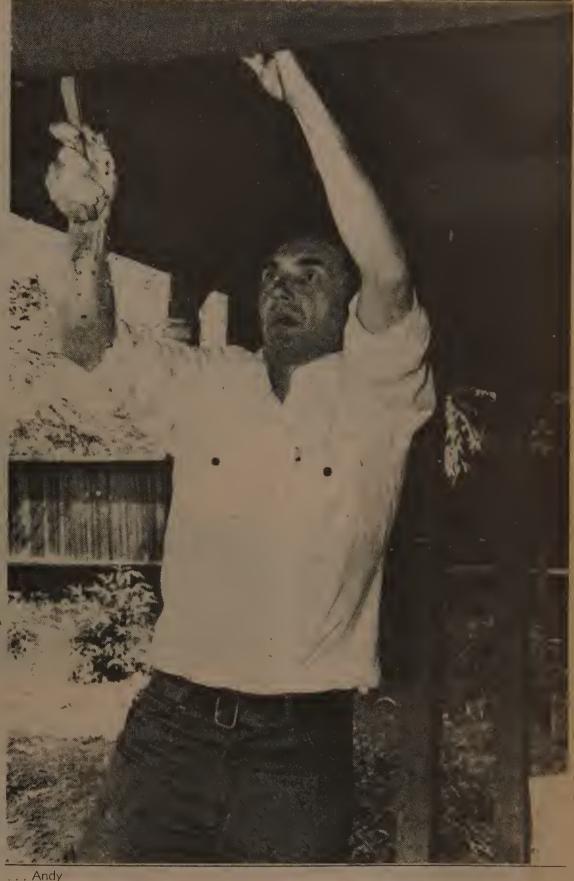
Any marine product manufacturer who wants to have their solar panel, food packet, shackle, digital watch or whatever subjected to the "Urbanczyk Sea Test" need only get in touch with him. As a sailor and engineer, he says he's a tough examiner, and he expects only the best manufacturers will take up his offer.

While Andy has, in the past, staunchly rejected the idea of sponsorship ("It is better to resign than beg through advertisement for \$1.00!"), he has mellowed somewhat recently. He realizes the great costs involved in his voyage, and he's not above receiving donations. He still reserves the right, however, of being picky.

For example, there's the issue of taking a liferaft. In a recent Out of My Mind column, he explored the question from both sides. Having one onboard, he conjectured, allows the sailor an escape valve in case things get too hairy. On the other hand, sailing without one means you have to be extra cautious not to get into life-threatening situations. So far he has left the question open for his circumnavigation, and he has also weighed the financial aspects.

"If a manufacturer will supply me with a first class raft, I will be glad to take it," he says. "If not, I will sail without it and without hesitation."

he multifaceted Urbanczyk sees his sail around the world as just one of several adventures he has in mind. For another, there's the U.S.-Japan raft expedition. Dur-



ing his stay in Japan in 1978, he negotiated with a television station about pulling off the longest man-made raft voyage between the two nations. A team of Japanese and Americans would be aboard, and they would transport goods such as saki and California wine across the ocean. In addition, Andy would like to publish some more books, complete his flying training, study judo and climb more mountains with Krystyna.

Luckily for him and Krystyna, as well as his readers, Andrew has found a place in

America where he can pursue his dreams unfettered by political restraints. The price for that freedom was high; the recent turmoil in Poland has not passed by him without stirring emotions. He looks back on his decision to leave his homeland philosophically

"No," he says, "I was not a defector or refugee. I am still living at shore of the same Pan-Ocean of planet Earth. I only changed location a little bit. But this 'little bit' made a real big difference . . .

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One of the few things to look forward to on Monday morning is the weekly ritual of discussing the previous two days of racing with the other people in the office who sail. Now that one of my business associates is sailing again on a fairly large boat in the YRA handicap division, and now that we also have another employee who is an avid dinghy racer, the three of us can waste countless hours on the Monday morning post-mortems. We analyze, theorize, and lie about what happened out there until it's almost time for lunch!

Last Monday, after a major pre-season regatta, my associate came into the office practically bursting with a terrible story of his exploits on the Olympic Circle.

"The way they were yelling, I'm sure they didn't know the rules any better than we did."

"It was awful!" was his greeting as he came over to the coffee machine. "We were set up for a perfect port-tack start, and would have been first across the line for sure if our skipper had realized he was sailing 90° off the wind. We kept yelling 'HEAD UP!' but by the time he reacted it was too late, and we had to dip at least five sterns before we got across the line."

ell, at least you were in with the pack this time," I said, remembering his description of the previous week's start.

"Yes, and for a while we were doing real good — that is, keeping up with the other boats that rate the same, which for us is real good. We even passed a boat that rates 12 seconds faster! The whole crew was really psyched up — at last we thought we were competitive!"

"And then what happened?" I asked cautiously.

"We lost a few places at the windward mark because we thought we had to give room to a boat coming in on port tack. I looked it up last night, and as far as I can tell we really had right-of-way all the time."

"You mean you tacked away from the windward mark to let a port-tacker in?" said the third sailor in the office, who had just come over to tell us more about the high-performance trapeze dinghy he was campaigning.

"Better safe than sorry," I commented.

The way they were yelling at us for room, I'm sure they didn't know the rules any better than we did. If it was one of the top boats in the fleet, I'd say they pulled off a bluff. But not those turkeys. Even if we had known they didn't have any rights, we could never have convinced them of that in the few seconds before we would have collided. I'm just sorry we didn't know enough to protest!"

"Sounds like you did the right thing," I said. "A collision in boats that size is a real disaster, and should be avoided at all costs. Especially if you don't know what you're doing!"

"It's a shame you didn't protest, though," said the dinghy racer. "You would have won it easily. Avoiding collisions is important regardless of whether you're right or wrong, but there's no reason to avoid a protest. You learn a tremendous amount each time. Just make sure you go in with an open mind, and don't be self-righteous about it, because half the time you'll probably be wrong! Even if you are DSQ'd, it's not as if you're doing well enough so that it makes that much difference. A few years from now the season's championship may hang on a successful protest, so learn how they work while the stakes are low."

"That's a good point — I'll make sure we have a legal size protest flag on board from now on. But I'd hate to see our skipper go through a protest hearing with so little knowledge of the racing rules. There must be a better way to learn them."

"If he's really serious about it, the Bay Area Marine Institute offers an evening course on racing rules, although I think it's only held in the fall. Meanwhile there are a few good books on the subject. The one by Eric Twiname is my favorite."

The race doesn't sound so terrible up to now," I remarked.

"Just wait . . . Somehow we pulled off a real good spinnaker set, considering the extra tacks, and our speed was pretty good. Then at the jibe mark, when I yelled 'release!' to the person who was supposed to trip the pole, one of the cockpit crew let go of the halyard instead of the topping lift. That was before the wind came up, so we were able to crank the chute back up without repacking it, and it didn't cost us too much distance. Then at the leeward mark, the person on the bow who was supposed to pop open the guy shackle to douse the chute opened the pole

jaws instead."

"Every good foredeck hand should make that mistake at least once in their career," I said reassuringly.

"I know, but the skipper should also know enough to keep the boat before the wind when we have spinnaker problems, especially since we weren't even at the mark yet! Instead we rounded up, and lost a guy overboard when one of the shackles flogged open."

"Did you go back and pick him up?" asked another co-worker who was pouring some

.... we rounded up and lost a guy overboard.''

coffee, trying to follow the conversation.

We briefly explained what a spinnaker guy is and why it sinks so fast, totally insensitive to the confusion we were creating.

"Anyway, we sailed pretty well on the next beat, except for one accidental tack in a puff, and caught two or three of the slower boats that had passed us. Then on the last run the wind was stronger, and we broached maybe four or five times. Our skipper has all the wrong reflexes when the boat starts to roll, and if we go over too far he still tries to luff up into the wind!"

"No wonder," said the small boat racer. "I think what he needs is a season sailing a Laser."

"That would do him a world of good, but I'm afraid it's not likely to happen. That's a very demanding class."

"How about an El Toro?" I suggested. "He could lie about his age and join the Richmond Yacht Club Junior Program. They crank out some of the hottest racers on the bay."

"I'd recommend he do that if I thought he could pass for fourteen. I see your point, though. The real problem is that he doesn't have the small boat background. The trouble is he puts so much time and energy into the big boat, I don't see how he could justify racing another boat at the same time."

don't see how he can justify not racing a small boat, if he expects the effort put into the big boat to ever amount to anything," said the dinghy racer, "unless he wants to be another one of those owners.

who just pays the bills and brings in the 'experts' to have all the fun. I don't think he appreciates just how good a teacher a small boat — even an El Toro — can be. Starts, tactics, rules, sail trim, weight placement, wind shifts . . . it's an intense course in all of those things, with nearly instant feedback and a very supportive group of competitors. He'll learn more in one season than in five years of YRA racing. And if your skipper can't let go of the idea that the El Toro is strictly a kid's boat (which of course it isn't), then he should look into a Lido 14 or Snipe or some other small, easy-to-sail SBRA class. The El Toro really is ideal, though, because he won't take it too seriously, and it involves the least money and time commitment."

"How about a Windsurfer, or one of the other brands of sailboards?" I asked. "It has all the elements of small boat racing, but conveys the same kind of image that would appeal to a big-boat owner.

"That would be a serious mistake."

"Why?" we both asked.

"Sure, a Windsurfer is fantastic for developing sailing skills, but once he gets into it, he'll lose all interest in racing a big, heavily ballasted boat. It may sound farfetched, but I've seen it happen too many times. Don't let him get anywhere near a Windsurfer!"

"That bad, huh?"

"That bad — the most addictive drug that floats."

Actually," said the big-boat crew, "I've been trying to convince him to join one of the local university-affiliated sailing clubs. It costs almost nothing, you don't have to buy a boat, and they have a very active small boat racing program. It's the closest thing you can find to a junior program for adults."

"Don't you have to be a college student?" I asked.

"No, the one in Berkeley is open to the public, and nearly all of those clubs let alumni join."

"I wonder how carefully they check up on people who claim to be alumni?"

"They don't check at all, if it's still the way it was when I was involved with one of those organizations," said the dinghy sailor. "The problem with university clubs is that it takes a very substantial time commitment to get much out of them. It would be fantastic for the crew — they'll never become good racing crew by sitting on the windward rail all day and pulling on the wrong halyard once

AT THE OFFICE

in a while — but I think buying a small boat will be better for the skipper."

So anyway, how did you end up finishing?" I asked.

"Well, unbelievable as it may sound after al! our mistakes, going into the last leg we were only a few lengths behind another boat with the same rating that we really wanted to beat. We can go real fast once we settle down and get aimed in the right direction, and we were ahead when we crossed tacks for the last time near the finish line. All we had to do was tack one more time to finish in front."

"What happened?"

"While we were tacking we got a 'blackaller' in our windward jibsheet, and had to tack back to clear it."

"A 'blackaller'? What's that?"

"You know, when a little kink forms in a line and it won't run out through a fairlead. At least that's what they call it in San Diego.* Anyway, it cost us the race. Very demoralizing."

At least your speed's good," I said. "Maybe you'll do better on a longer course. Are you going to Vallejo this year?"

We sure are! And the whole crew is really looking forward to it, too. I hear the club up there is a terrific host."

"Speaking of the Vallejo race," said the dinghy racer, "I've been invited on a big boat for that race, so I made arrangements with Cal-Trans to have a look at plans for the Richmond-San Rafael Bridge. Remember two years ago, coming back against the tide?

"We got a 'blackaller' in our windward jibsheet, & had to tack back to clear it."

Everyone was playing 'chicken' with the bridge, trying to get as close to the Marin shoreline as possible without being dismasted as they went under."

"I remember seeing a 38-footer actually

*Most sailors refer to this phenomenon as an 'asshole'. San Diegan Dennis Conner, a long time sailing rival of Alameda's Tom Blackaller, prefers to give it this other name. Blackaller and Conner will be the two prime candidates to skipper the 1983 America's Cup defending 12 Meter.

twang its masthead VHF antenna on the bridge," I said, recalling how the boat I was on, with a taller mast, almost went under the same span.

"This year, the tide will be against us going up, so I made a table showing the clearance under each tower of the bridge. It's based on mean higher high water, so add 2.97 feet for clearance above mean lower low water."

He ran over to the xerox machine and came back with copies of the table for both of us.

Tower	r Elevation	of Bridge
Numb	oer Span Above I	M.H.H.W.
20		52.21
21		60.97
22		69.73.
23		78.49
24		87.25
25		96.01
26		104.77
27		133.56
28		122.35
29		131.11
30		139.82
West	of Tower 20: Towers a	are 100-ft.
apart	Grade	e is 3.00%
USE AT YOUR OWN RISK!!		

ow can we tell which tower is which?" asked my associate.

"I think the numbers are painted right on the towers. If they aren't, tower 20 is where the spacing changes from 100-ft. to about 290-ft. The numbers increase as you go east."

"What about towers one through nineteen? There should be enough clearance for some of the smaller boats."

"I couldn't locate any drawings showing the lower deck approach. That was added later. But if you know that the tower spacing is 100-ft., and the grade is exactly 3%, you should be able to make a good estimate as you approach."

I looked at the clock and suggested that maybe it was time to get to work, so the session was temporarily adjourned. Later that day we would reconvene for the tack-by-tack analysis of the other races that had been sailed that weekend.

With all three of us going to Vallejo early next month, the following Monday is going to be even more interesting than usual. I hope we don't have too much work to do that day!

- max ebb

Mr. Project

"Where are those men?" Oh well, enough accessories sooth the angry woman. Note the rubber seal, the cigarette holder, the bracelets, the necklaces — "in fashion", experts testify, "it's the little things that make the big statement of elegance".



Ophisticates everywhere have been writing in to express their loathing for the chain and polypropylene look that has become the rage of hoi poloi yachtsmen [Volume 52, Sightings; Volume 57, Dress for Success]. Fashion pace-setter Duchess Shale - de Loot blames the "descent from elegance" on Jimmy Buffet, fiberglass boats, and the thinning of the ozone. "These are the forces that crippled the already stylishly handicapped yachting masses into believing that form is subservient to function", she fairly bristles.

The Duchess' travelling companion, Emmerling Ann Holts of North Charlotte, feels that fiberglass boats are the chief culprit. "Previously the expense of wooden boat

Red scarf at morning, Sailor take warning; Red suede at night, Sailor's delight!

Even the most aristocratic women must feed the fish from time to time. Madame Holt's full bonnet shields her from curious eyes during her moment of misfortune. The Prince, another important fashion accessory, assists. 'In sickness and in health . . .' it's always chic to have a Prince around.

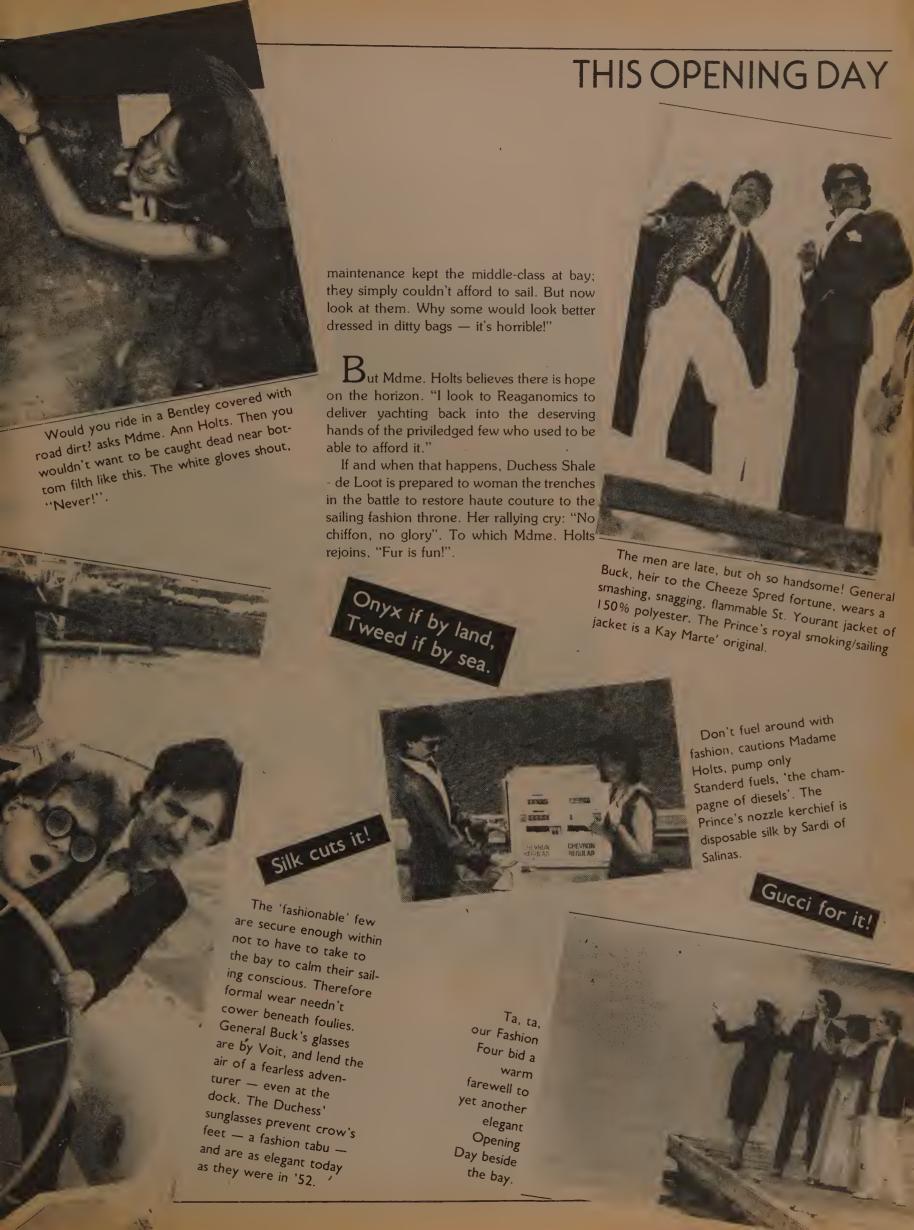


owered by Pucci!



Civilized yachtsmen recognize the value of of the pre-sail dock picnic. The caviar and pate are stylish, and a little bubbly adds a nautical touch. Today's selection? An Elvis Presley commemorative [Ed. note: seriously]. "A silly wine before its time", is General Buck's evaluation. And decanted in the recklessly attractive manner of the 50's.





HURRICANE

This is the third and final segment of Doug McNaughton's account of sailing through Hurricane Emily last fall. Doug was aboard the 21-ft. American Express, built by Don Peters in Alameda and designed by Tom Wylie. In 1979, Norton Smith steered the boat to victory in the MiniTransat, a single-handed race from England to Antigua, with a stop in the Canary Islands off the African coast Doug bought the boat with the purpose of repeating Norton's triumph. He took delivery in Bermuda and, after outfitting for the 1981 race, set off across the Atlantic alone.

After breaking two ribs in a fall during gale force winds, Doug's luck went from bad to worse. Hurricane Emily sprang up out of the Caribbean and swept over him for ten days with 85-knot plus winds and mountainous seas. Miraculously, Doug survived the tempest.

Finding himself 400-miles south of Newfoundland and 1300-miles from England, Doug considered abandoning his plans to enter the race. The competitive urge proved too strong, however, and he decided to persevere, setting up an imaginary race for himself that would put him in England in time to cross the starting line.

(At last report, Doug was back at sea again, delivering a boat down south. American Express is still in storage in England, and Doug is looking for assistance in getting it shipped back to San Francisco so he can get ready for the 1983 MiniTransat. He'll exchange a sponsorship for those who contribute to "Hurricane Relief", his non-profit organization. You can reach him at (415) 383-4520 or send a note to P.O. Box 1678, Drawer, DM, Sausalito, Ca. 94966.)

The race was to England, the start was at the 1000-mile mark at 1430 in two days. If I made it to the start in time, there would be a special food prize for the entire crew. I forced myself to put up more sail and took off faster than we had gone in days. It wasn't until evening that I realized I had set up a pretty rough challenge for myself. Just getting to the starting line on time was going to be very difficult under the best conditions. I was so exhausted and beat up that I didn't think I could do it. That set the critical voice off in my head, though, and I knew that I would have to at least try. If the mast was lost I would have to deal with it then. Worrying about it wouldn't save it

I pushed the boat and myself very hard. I

had a goal that was close enough to reach: an ocean race that could keep me going. I'm a goal oriented individual, so the race helped to keep me alive. It also made me do things that I was too tired and weak to do. I began steering for 16 hours a day to keep the boat

in time, so I put up even more sail in the morning. I poled the Santa Cruz 160% out about 16-18 feet ahead of the mast, and flew the 110% as well. Ordinarily I would only have used the 160% in winds under 8 knots but I was trying to push hard so I let it fly in



The four faces of McNaughton. Lower right of middle photo reveals one of the hazards of sailing through a hurricane.

moving and, more importantly, surfing. I had to write the course by the compass because I kept forgetting everything. At the end of the first day I had sailed over 180-miles. The second day came to about the same total

Morale again soared as I approached the 1000-mile mark. I had sailed hard, but thought that I wasn't going to make the start

double that strength and steered from back on the stern to keep the bow up.

was only a half hour late for the start so the crew got the special food prize: a canned ham that had been sitting in the food locker since the Caribbean. It tasted awful and I couldn't help asking why race committees al-

MCNAUGHTON

ways pick such horrible awards. I ate it in the cockpit a little bit at a time while I steered that night. The wind picked up a great deal so I had to reef the main, put up the 110% and stay up steering. The next 1000-miles would be 5 legs of 200-miles each, and I was eager



to get to England before the start of the Mini-Transat. I gave myself 48 hours for each leg.

The wind freshened all the next day and I was forced to sail with two reefs in the main and storm jib. By noon though, I decided I could handle the 110% and one reef in the main. It meant an increase in speed of over a knot and some of the most exciting sailing I had enjoyed since leaving Bermuda. I had a

ball. The surfing was great and, more importantly, I found I still loved sailing.

The barometer had started to drop again and by evening I was in another gale. It made me mad; I had had enough bad weather to last years. I had paid my dues. I reefed down and kept going.

It wasn't a bad gale. Force 8-10 I'd say, with a bit of rain. The seas, however, were still running large from the hurricane and the gale made them dangerous. By morning I had lost my westerly wind and had a northeasterly to head into. Taking a sun shot that morning in cloudly weather was a very time consuming effort. The seas were so lumpy that a good horizon was only visible from the tops of the more regular waves. I'm sure it took me 40 minutes to get my first good shot

As we continued the wind came around to the west over the next few days, but I was mentally and physically more exhausted. I was still sleeping in 10 minute naps for a total of one to two hours a day. I was wet and miserable. The below deck area was such a foul smelling wreck it would make anyone puke. The alfalfa seeds had rotted and were all over everything in the bilge. The smell was horrible. The wool blanket was always soaking wet and the large bean bag chair I slept on was only a few inches deep now. It had once been over a foot deep. The pounding in the hurricane had broken all the stuffing down and compressed it to nothing.

I started dreaming repeatedly of meeting, old friends, relatives or sailing buddies and asking if they had a spare bed or blanket I could sleep in. They always said yes, but then I would tell them the logistical problem: "I'm out in the North Atlantic in a sailboat and I have to wake up on the boat." The dream went on for a week, and I could never solve the problem of being in two places at once. I do know that if someone had said I could have a bed and dry blanket if I would sail back through the hrricane, I would have given it serious consideration.

Sleeping in wet clothing and blankets, and just the normal wet sailing on American Express had given me salt water blisters everywhere. The cuts I had weren't healing either. They just kept getting deeper. On top of that was my mental exhaustion. I started breaking down whenever anything went wrong. I could fix parts of the boat that were busted, like wrapping the gooseneck in twine and epoxying over it, but I couldn't mend

myself as easily. I became slower and slower in my thoughts and acts. I also felt lonely, very lonely. Meditating helped, but it too had become a very difficult task.

Navigating would have been impossible without the Tamaya calculator I had. I was just too far gone to add or subtract sometimes. I would stare at the numbers and wouldn't be able to remember-what 7 minus 3 was, or what a 7 was. That would be so upsetting that I would just start crying.

Then the barometer started to drop again, and it plunged faster than I had ever seen. You could actually watch it go down. I knew something very serious was coming, but I could get nothing on the radio. I was northeast of the Azores and about 400-miles from England. Could a hurricane come this far east?

While I was thinking that over and steering the boat, the main halyard broke for the third time on the trip. I couldn't believe that I could have so many problems. Hadn't I done enough? I didn't know if I was strong enough to climb the mast again. My ribs hurt and I still had no feelings in some of my fingers.

It was already blowing force 7 with pretty large seas running. I climbed up to the spreaders with a messenger line trailing out behind me. As I was passing the spreaders a wave heeled the boat over suddenly and my legs went dangling out away from the mast. I looked down and saw the leeward rail totally underwater. There was only water beneath me. If it hadn't been for the water ballast, the boat would have gone over from my weight aloft. I decided to go back down and put on my safety harness.

I climbed to the masthead and stepped into a looped spinnaker sheet I had raised up on the spinnaker halyard. That left one hand free to run the messenger down the mast to retrieve the halyard. I prayed that it would go straight with no hangups, and for the third time on the trip it did just that. I then climbed down and carefully pulled the messenger out.

I was so weak and tired that I just sat in the cockpit looking at the broken halyard wire. My wire cutters were so corroded they wouldn't cut. "Never a break," I muttered, "not even one little break." I had to hack saw through the nicro press fitting, then pry it apart with a screw driver, chisel, or whatever worked. It took all night and it did not go easily, due mostly to my exhaustion. All I

HURRICANE

wanted was for it all to be over, but I couldn't quit. Something was coming. I knew it from the barometer and the fact that the halyard had broken.

I had come to believe that everything that at first seemed to be a curse, like a broken halyard, usually happened before things got really bad. Fate seemed to give me a chance to fix things and get ready for her next test. In fact, while there were lots of times when I couldn't leave the helm to do anything, nothing ever broke. Somehow I was being protected. In the hurricane it felt like a protective bubble. Later, some outside force never let things get so bad that I couldn't get out. I also knew living meant fighting and quitting meant death.

The barometer continued to drop all night. By 0300 there was no wind. It was weird. The atmospheric pressure was down to 978 millibars, the lowest I have ever known. The sea went flat. I put three reefs in the main even though there was no wind to speak of, and put up a reefed down storm jib. Then I went below and starting filling up on warm food. I was just laying below cleaning up when it hit.

Suddenly the boat was thrown over on her beam by an incredible blast of wind. She bounced up and jibed onto her ballasted windward beam. I jumped up and let the jib fly. The wind force was at hurricane level. There were no waves; the wind blew the sea flat and it held *American Express* down on her side. I remembered hearing of boats sinking in this position.

It took me a half hour to jibe her back up. Rain poured down in the pitch black and I'm sure the wind was 60-70 knots. When I jibed the boat up we took off across the flat, wind swept seas faster than I have ever sailed in my life. I couldn't see even a few feet because of all the spray we were flying through. The bow wave shot up out of the water on both sides higher than the boom. It was fantastic and I started to sing. I wasn't afraid of the storm at all, but I knew I couldn't stay out. I hadn't even had time to get into my foulweather gear. Being totally soaked in those winds, I was worried about hypothermia. I sailed for a blinding half hour until I started to feel cold and I threw her around into the wind.

I didn't really want to heave-to, and neither did the boat. When I brought the main in I forgot to get it in close enough to adjust the leech line immediately. Instead I

"I had lived
with the prospect
of my own
death for a
long,
long time."

set the Navik and the tiller to keep the boat partially hove-to. The main started to flog and without the leech line being taut, the sail split. If I hadn't reefed down again and tightened the leech on the fourth reef, I would have lost the sail. I'm glad Dewitt has adjustable leeches at all 4 reef points. They put a lot of thought into those sails.

I climbed below as soon as I could. I took off my wet clothing, wrapped up in both the wet wool blanket and space blanket, started the stove and boiled two packets of beef stroganoff. In 10 minutes I felt great! I was eating good, hot food, I had rung my sweater out (putting it back on was not great), and the storm was blowing like hell. I lay there listening to the rain and spray hitting the boat. It sounded like somebody was sanblasting the hull! I wasn't afraid though, since the hurricane my 'serious storm' threshold had gone up a great deal. I decided that since it was a blowing rain the storm wouldn't last too long, so I was content to doze off. I slept better than I had in weeks.

I awoke 11/2 hours later at 0630 and peeked out at the new day. It was a very familiar scene, and while I had hoped to stay below and get some more sleep, one look told me it was going to be a long day. I couldn't stay hove-to any longer; my old friends, the killer waves were back. I could tell by the steep breaking crests forming that it was time to get moving. Besides I was mad at myself for stopping. I ate some cold rice and sweetened condensed milk and then went out to steer. It was time to get back into the race, so I spun her around and off we took. I set the Navik and raised the main to the third reef, which gave us a comfortable 6-7 knots. It was a beautiful day in spite of the gale.

he Navik had gotten bent during the night and I spent a lot of time hanging over the stern while steering backwards with my

foot. I got it fixed with more shockcord and by bending it back in place. Even though I bitched at it all the time, it had to be a pretty good piece of equipment. Who would have thought the 22-pound unit would have survived a hurricane?

It felt good to be able to handle a gale with relative ease. I wondered how strong it was so I tuned the radio to England that night. They reported it as a force 10-12 storm similar to the one that hit the Fastnet in 1979. The helicopters had been called in to rescue the crew of a freighter that had broken up. A sailboat had also sunk. I was to find out later that it was Christian Masicot. who was sailing from France to England in the boat that had won the first MiniTransat. We were in the same gale and I'm sure he did everything right. The coroner's report stated that he had been hit on the head, possibly by the boom. They found his body on the beach with his harness still on, attached to a piece of wreckage. He died within sight of land.

That night I spoke with my first freighter in 3 weeks. I was so glad to talk to another person, to say: "Hey, I'm alive!" The skipper said my DR position was only off two miles and that the weather looked good for the next 24 hours. We talked about sailing and places to visit. He had a small boat too, and was very glad that I had made it through the hurricane. I was terribly relieved to talk to someone after all those weeks, all those nightmares. Somebody knew I was alive and it felt like some type of insurance that I was going to make it.

I started seeing the lights of other ships all that night, but none answered my radio calls. I worried about being run down. I had lost the radar reflector in the hurricane. I didn't have enough power to run the navigation lights either. I decided to stay awake and keep watch. I spent the night reading a soaking wet book about life in Tibet and decided that I'd like to climb the Himalayas someday.

Despite the weather forecast, the wind strengthened to gale force during the next day. By evening it was blowing force 9-10 with just rotten waves. There were ships everywhere, but I could only see their lights when we were both on the wave crests. We were sailing at 6-8 knots with lots of surfing. The Navik was having a very hard time, but held up. I could not believe that I was going through yet another gale on my last night.

I was approaching the Scilly Isles, one of the worst places in the Atlantic for shipwrecks. I did not want to end this trip by hit-

MCNAUGHTON

ting one of the half submerged rocks that make up the Scillys, nor did I want to swing more north and have Land's End as a leeshore. I decided to play it safe and go south. In the morning I could use the RDF and get a bearing off the Scillys and Land's End, or the Lizard.

I sailed all that night and was dead on my feet by morning. The gale had passed, but it was cloudy and patchy fog. I picked up the RDF and saltwater came running out of it. I started to cry as I turned it on, but of course it didn't work. The hurricane had gotten to it too.

climbed up on deck and leaned against the mast. What was I going to do now? I had no hard fix. I had sailed south of the Scillys, but how far? What about the current in the English channel? Where had that put me? With the fog and cloud cover I couldn't see the sun. I was sobbing in absolute bitter exhaustion. In the last 33 days I had slept less than many people sleep in a week. I had sailed through a hurricane and several severe storms. "When do I get a break?" I screamed at the ocean.

I crawled below and tried to work out a DR position. I couldn't do it. I couldn't even remember how to add. I had gone three days without sleep. I kept trying to concentrate and nothing would happen. I reached for the calculator and started to punch in my last known position. It shorted out and went blank.

I clawed my way out of the cabin and onto the deck sobbing in anger. It had all gone too far. I was dangerously close to cracking up. I could feel it. I started yelling: "Why won't you help me? Haven't I done enough by myself?" I had been alone for so long, through so much. I don't know who I was talking to, mostly the ocean. Now I was going to have to make a blind landfall in the fog on a foreign shore from a DR position that could be miles off after that last gale. I wanted it all to end, at least for a little while.

I started to sail again and decided to assume that I was around 20-miles SE of the Scillys. It was just a guess, but I had to start somewhere. Suddenly I looked up through the fog and there was a sailboat! I thought it was my imagination. It came out of nowhere and was just a few hundred yards ahead. If I hadn't looked up I might have hit them.

I sailed over yelling hello. It was a ketch from South Africa and the people were very surprised to see this little boat come speeding "Since the hurricane, my serious storm" threshold had gone up a great deal."

over the water with a crazy American on-board. I sailed circles around them. They told me which course to steer based on their DR position. Then they passed me hot coffee, bread, butter, chocolate and hot toast with peanut butter. It was all in a bag that they put out on a boat hook. It was better than a Christmas present! I called my thanks and took off in the direction they had suggested. They confirmed my DR position, but more importantly the toast was so good. The coffee was fresh. It was a real miracle! I had gotten my break. Everything changed then and I knew I was going to make it.

As I sailed through the fog there were ships everywhere. The radar detector was going off constantly, but I couldn't see half the ships it indicated. None of them answered me on the radio, but many did steer to avoid me when they could.

I wondered if the course my miracle people had given me took the current into consideration and whether it was high or low tide. The tides can vary 15-ft. or more around southwestern England. I didn't worry too much though. I had my confidence back and remembered to accept what the ocean and winds gave me to work with and just make the best of it. I would rather have sailed into England on a bright, sunny day and tied up my boat before going out for dinner, but that wasn't how it was. Instead I had fog and drizzle, 25-30 knots of wind and lots of ships to avoid.

In late afternoon the fog lifted somewhat and without much surprise I spotted land for the first time in 33 days. Instead of excitement, I felt uncertain. I couldn't comprehend the trip ending. I knew that the race back across the Atlantic started in the next few days. I had to start getting ready for it. My ribs were still broken and the boat was not in any shape to go on a race. I didn't know how

it would all get done, but I felt I had the best boat in the world and that I knew how to sail her better than anyone could know a boat. We had become one unit and I felt she was a living being. I have never loved a boat so much.

I also had learned to enjoy my own company. I discovered I had limits to what I could do, and I had lived with the prospect of my own death for a long, long time. I felt very lucky and enjoyed the miracle and struggle of life. There was a certain depression at having it come to an end. Being close to the edge, fighting, pushing myself beyond my previous limits had made me feel totally alive. I wanted to continue that experience; to find new limits and see what tests the ocean would provide the next time.

As the gale warnings went up again that evening, the Fowey Harbour Pilot escorted me through the narrow entrance of that beautiful harbor. Because of Christian Masicot's death, the coast guard was very glad to help me tie up American Express that night. It was hard for me to leave her on a mooring. It was even more difficult to walk on solid ground. I didn't recognize myself when I looked in the mirror, and only slept for an hour or two that night.

The next day brought photographers and reporters from all over in a carnival-like atmosphere. My little boat amazed everyone. Norton had already made her a legend in Europe. Someone told me she was probably the smallest and certainly the lightest sailboat to go through a complete hurricane. I just felt sorry that she looked so beat up. Photographers were taking pictures of her from every angle. All I wanted to do was fix her up and get back out to sea, which surprised everyone. Many asked me why I did it. Some asked for my autograph.

Old Albert Willoughby, a sailmaker who had sewn canvas on the square riggers, sailed the horn and survived typhoons in the South China sea sized me up with his bright grey eyes. "You've been playing with Davey Jones, I see," he said. "Yes," I answered, "we played tag." He gave a gruff laugh, looked at me sternly and in a clear, firm voice said: "Any man who would go to sea for fun would go to hell for pleasure." Then he shed his eighty odd years and laughed like a boy.

- doug menaughton



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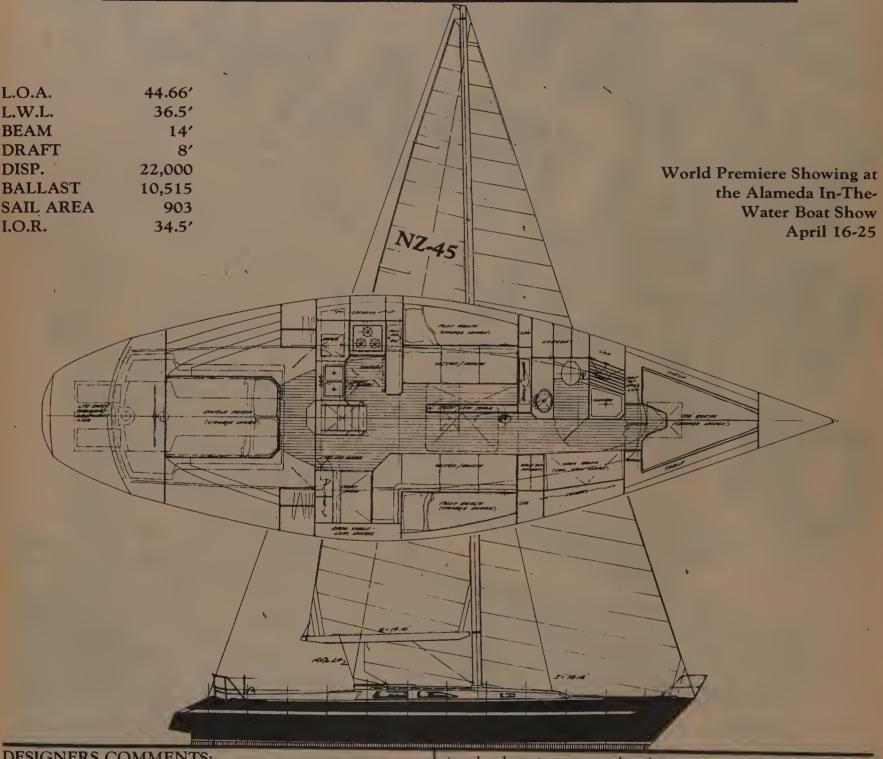
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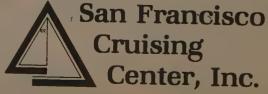


DESIGNERS COMMENTS:

Early in 1981 I was contacted by a very good friend of mine. He asked if I thought there was a market here for a production boat built in New Zealand. I told him that absolutely first class quality, including construction, equipment, finish work, and attention to detail, is mandatory to compete in the American marketplace. Having built many designs in New Zealand I have had the opportunity to work with some of the best boat builders in the world. Knowing that the only absolutely firm directive from the builder is that the boat must be first class in all respects is a dream come true.

The prime design goal has been to produce a truly comfortable and competitive cruiser/racer. We have combined the spaciousness and comfort normally found in the heavier, more lumbering cruising boats, with a carefully developed moderate displacement hull form and masthead rig optimized under I.O.R. Overall proportions of the boat have been kept moderate so as not to obtain improved performance in one set of conditions at the expense of badly reduced performance in another.

At a design rating of 34.5 feet, we expect her to be a tough and able competitor. Gary Mull



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NIGHTMARE IN NEIAFU

Never has there been a sunset of such inherent malevolence as that of March 3rd, 1982, in the islands of the northern Tongas. That evening those wicked, blood-red



Author and skipper of Redhawk, Phil Howe.

clouds gathered in increasing numbers in the western sky. It was still, too still as the barometric needle began dropping in its polished cage. The thickening cloud cover turned a muddy, putrid orange as twilight faded into oblivion.

There were twelve yachts spending the season in Neiafu Harbor on the island of Vava'u. We all had decided to spend the hurricane season in the relatively well protected waters of the Vava'u group for one reason or another. One thing we all had in common was a hatred of the only really well protected hurricane hole in the South Pacific...Pago Pago. Two days earlier a strong wind had ripped through Pago Pago and freed five Korean fishing boats lashed together on one buoy. These ships, aided by an 80 mph wind, smashed into several anchored sailboats causing extensive damage. My personal dislike of Pago Pago was based on the air fouled by the two large tuna factories and the incredible filth generated in the waters by the fishing fleet.

Vava'u, on the other hand, is one of the most beautiful South Sea island groups in the Pacific. Uninhabited islands fringed with sparkling sand beaches and crystal waters abound.

I first heard of Isaac from my cousin Anne. She and her husband Clarke had been spending the last two weeks aboard Redhawk and had moved to the Paradise Hotel that morning in preparation for a flight to the United States. Clarke, a pilot, had talked with the local rep for South Pacific Island Airways (SPIA) and had been told there was a cyclone in the area.

"Does he think it's going to hit us?" I asked.

"It's not a very strong one, but the chances are we'll get some of it here...at least that's what the man told me."

Walking to the outdoor bar of the Paradise International, I ordered a Foster's and looked out over the harbor. Below was Arminel, a eighty foot ketch my friends Larry and Jurgen were on. Larry was the skipper for an absentee owner (the same position I was in). Jurgen had sailed aboard Redhawk from Sausalito to Tonga with us.

Jurgen was a blond, blue-eyed German who had never seen a sailboat let alone been ocean sailing when Lou Seiler, Redhawk's owner, and I had met him a year earlier. He'd been living in Canada and one day got the cosmic message he was supposed to go to the South Pacific. He'd left almost immediately and we met up with him one week later. Jurgen turned out to be a diesel mechanic, rigger, navigator, cook and carpenter as well as good companion and friend. We'd parted company in Vava'u when Redhawk was going east and Jurgen wanted to continue west. He found an opening for crew on Arminel shortly thereafter.

South of Arminel was Redhawk. Her ensign waved briskly in the strong southeast trades. I had her anchored in a small indentation on the eastern shore. North of Arminel was Adagio, a 30-foot fiberglass sloop owned by Will and Judy Hardy of Columbus, Mississippi. Like most everyone else spending the season in Tonga, Will and Judy were passing the time reading, working on

their boat and doing the things native Tongans love to do...making babies. Judy was seven months pregnant.

Sipping my Foster's, I walked out by the hotel pool, past a crimson, flowered flame tree and on to a small balcony over the water. North, past *Adagio*, was *Aquavit*, a small 27-foot sloop and next was *Esita*, owned by a German married to a Tongan wife. *Esita* was a Garden Force 50 made of glass. She was less than a year old. Past her was *Elysium*, a 50-foot, ferro-cement ketch built and sailed by Elmer and Helen Olsen, a retired couple out of Portland, Oregon.

Fair Seas was a magnificent cruising ketch. Owned by Gene Panter of Ventura, Ca., she was sailing the South Pacific with a family crew. Bob Panter, 24, was helping his dad care for the red and white boat while Gene's wife was temporarily in the U.S. taking care of business.

Stan and Joan Pease, who had been out cruising for years aboard their 34-foot cutter Kirsten, were anchored in front of the wharf at Neiafu. They'd escaped Pago Pago in search of a place with less pollutants. Kirsten's home port was San Francisco.

Next to Stan and Joan was Leeway, also from San Francisco. Peter Earl and his son Robert had sailed this Cascade 36 sloop from the mainland to Hawaii and then to Samoa and Tonga. Peter is a balding man in his fifties; Robert had just turned twenty. Robert amused himself on occasion by diving off the spreaders of the tallest spars in the harbor. He would do a swan dive from seventy feet with meticulous care all the while pretending he was too drunk to walk.

And then there was *Tulik*, owned by Jim Thomsen of Vancouver, B.C. Jim had left several days earlier to fly back to Canada on business. He had spent years building his dream boat and the interior of his 40-foot ketch gleamed with the love and labor he lavished on it.

Panache was a Catalina 30 owned by Tony Barra and Jennifer Guilbert. They were out of Marina del Rey and had been cruising just under a year. Tony had a ham radio rig aboard as well as a complete inventory of racing sails.

There was Swirl, a custom sloop built of wood in 1955 by Foss Tug in Seattle.

NIGHTMARE

Aboard her were Shane Finneran, 27, and his companion Tina Gaudette, 24. Shane and Tina had become good friends of mine as Tina loved to cook and would sometimes go wild in *Redhawk*'s galley and come up

"Cyclone, eh. Oh boy, . . . just what we need. Where is it?



Catalina 30, Panache, and the Hans Christian 43, Redhawk.

with breadfruit surprise or a beef pie of superb proportions.

Erick and Britta Neidhardt had sailed all the way from Germany on their beautiful custom sloop *Elefant*. This was an exceptionally well built boat which Erick had labored over for many years. It was the second boat he built for himself and it showed all the re-thinking and design changes he thought necessary for a world cruiser. Painted green with varnished spars, she was a 36-foot classic.

South Pacific Yacht Charters operates a charter fleet out of Vava'u and had six charter boats available. Five were CSY 44's and one was a Morgan 41, Sarah Leah.

I finished my beer and ran down the stone steps to the hotel dock. Untying the Avon Sportboat, I jumped in, started the Evinrude 9.9 and headed out to *Arminel*. The little boat jumped up when I gunned the engine and soon I was planning over the warm waters of the harbor.

"There's a cyclone in the area," I yelled, killing the engine and drifting up to the side of the gigantic ketch.

Larry Conway, skipper, walked to the side and looked down at me. A light seemed to spark somewhere behind the fathomless blue of his eyes. "Heard it was about eighty miles north, winds of 40 knots and the whole mess is moving toward the SE at about 10 knots. Doesn't sound too strong but we got to watch it."

"Yeah, I'll go tune WWVH and start tracking. Christ, I hope it doesn't turn into anything big."

"Me too. I'm 'going to tell Robert on Leeway. I'll be back in a bit and see what you get on the radio."

As I scooted down to the far end of the harbor I passed *Elysium* and waved at Elmer busy in the cockpit. He looked like Capt. January, with a full, white beard ringing his face. He'd put his anchorage system out months earlier, with several anchors, trip anchors and lines all layed out according to his own cyclone survival system.

As I approached Leeway I saw young Robert in the cockpit, beer in hand, reading a paperback.

"Robert," I yelled above the dying whine of the outboard. "There's a hurricane coming . . . heard anything about it?"

"HURRICANE!" he said dropping the paperback to the cockpit floor. He leaned over the lifelines, his long brown hair reaching out in all direction. "Are you kidding? When??"

"It's just a report I got . . . lets go to Kirsten and see if Stan knows anything about it."

Scrambling into the dinghy, Robert moved to the bow as we made the quick trip to Kirsten. Stan and Joan, engrossed in a Scrabble game under the cockpit awning, looked up at our approach.

"Hi, Phil," Stan said peering over the rims of his glasses. "What's going on?"

"Just heard a report of a cyclone coming our way. You tracking it?"

"Well, . . . I don't think we have too much to worry about. I got the weather report this morning and it was quite a ways away. If it hits us at all it might be in a day or two."

Stan disappeared below, into the boat he spent years building, and returned minutes later with a chart and the last storm coordinates.

"Right here," he said pointing to a spot between American Samoa and the northern Tongas, "Right here is the last report . . .



IN NEIAFU

ALL PHOTOS BY PHIL HOWE

traveling at 5 knots across the water. At that speed it wouldn't be here for days."

"I heard from SPIA it was up to 10 knots and heading towards Niue, God knows what it will do."

"That's for sure. Well, thanks for keeping us informed. We'll be listening for anything new." Stan went back to his Scrabble with Joan as I started the outboard and headed back to Leeway.

"Well, Robert," I said to my friend as he clambered back aboard his boat, "Keep listening to the weather and monitor 16. OK?"

"Will do. Thanks for coming by. I sure hope it misses us.

"For sure brother. Me, too."

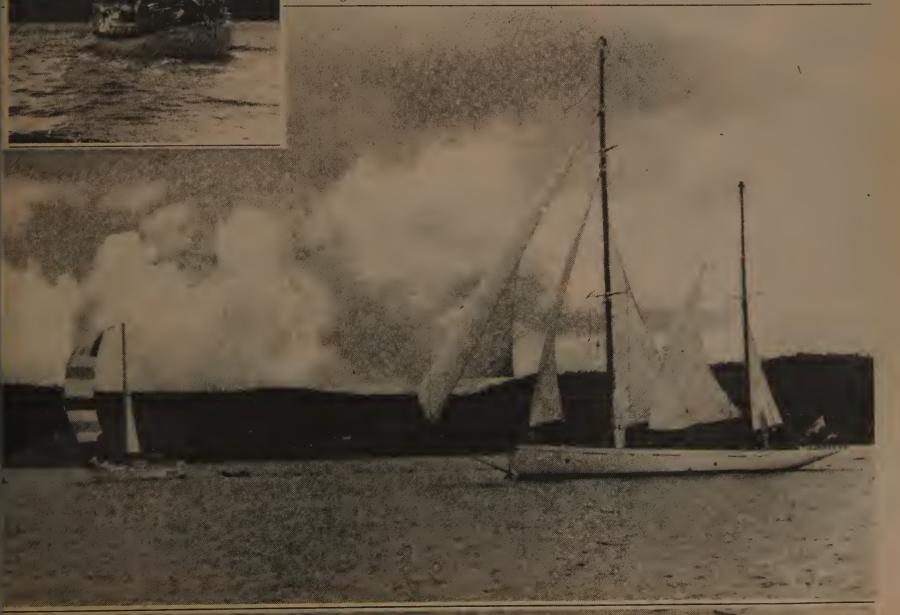
Back on Redhawk I survey my situation and went below to bring out the 300-ft of

The big ketch **Arminel** reigns over a procession through Neiafu Harbor.

nylon anchor rode stowed for just such a situation. Lugging it up onto the bow, I got my other 45-pound stainless plow hooked on with 30-ft of chain. My main 65-pound CQR with 300-ft of chain was already down with about 100-ft of chain out. I decided to return to *Arminel* and see what Larry and Jurgen picked up on the radio.

I found Larry and Jurgen huddled next to the radio. WWVH was just about to give their end-of-the-hour weather notices so I joined my friends and listened. When the time came for weather from the tropical South Pacific we were all alarmed to hear that tropical cyclone Isaac was now gusting to 60 knots and acclerating rapidly. It was also changing course and getting uncomfortably close to our own latitude & longitude.

"Let's put the fisherman out," Larry said. Up on deck Jurgen and I heaved the 220 pound rock anchor over the side as Larry motored the big yacht into position. Arminel now had a 165-pound CQR, a 140-pound plow, and the 220-pound fisherman anchor out.



NIGHTMARE

"My only real worry," said Larry, "is that we get caught sideways in a big gust and drag our anchors up on the coral heads."



The general consensus of where the wind would come from was the SE. In the Southern Hemisphere cyclones move in a clock-wise motion but wind direction can never be predicted with certainty as you don't know which wall of the storm will be hitting you. In the previous months I'd asked many natives which direction the hurricanes come out of and they would invariably point to the SW. The last really big, ball-bustin' cyclone to hit Vava'u was 1961 and it came out of the east.

All of the boats in Neiafu harbor on the afternoon of March 3rd were anchored on the eastern shore, providing them protection from the winds out of the eastern sector.

"Larry," I said, "You mind coming over to Redhawk and give me a hand setting my other plow."

"Sure thing."

On Redhawk I started the engine, gave it hard port helm and motored to an ap-

propriate position. Larry dropped the hook and I backed her down. After tossing that 200-pound anchor over the side of *Arminel*, my 45-pounder felt like a shoehorn. However, I now had two anchors out which should handle anything out of the east or south

We returned to Arminel as the clouds began building in the north. A squall passed over and you could hear the rain hissing down across the harbor. Charter boats were beginning to come back into port and hang on their moorings, below the charter office. I watched as Swirl came between Arminel and Redhawk and dropped her hook.

"Howdy," Shane called out unconcernedly. "What's happening?"

"You're just in time for a hurricane, mate." I yelled back.

"Are you kidding?" Shane had a way of speaking like Jimmy Stewart.

"Bet your life on it." I got back in the dinghy and went to *Redhawk* and started taking things below. I unhanked the jib and stowed it and also piled all the cockpit cushions out of the way. After making sure

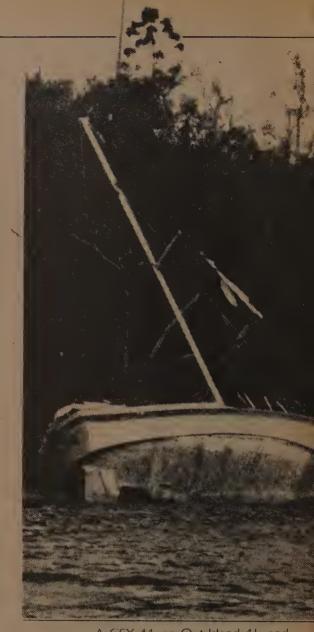
The 32 ft. **Kirsten**'s 45-lb. CQR was twisted in the

the reef into the seawall.

that everything on deck was tied down I

wrapped extra line around the staysail,

main, and mizzen sails which were furled on



A CSY 44, an Out-Island 41, and a ferro ketch thrown up on the beach.



IN NEIAFU



Tongans survey the damage to American yachts the next day.

their booms. I knew it was a risk leaving the dinghy and engine in the water, but secured another line around the seat loops and tied that off aft:

Shane watched me running around crazily and got the message. He pulled up his hook and headed off out of the harbor. I saw Tina sitting in the cockpit talking to him as they made their way out Neiafu Straights and disappeared into the thickening gloom.

After I had everything as shipshape as possible I went forward and let out all my chain rode and as much of my line rode as possible. I then attached a chain hook and 30-ft of line to my anchor chain and tied that off on a hawser. I went below and turned on my AM radio and tuned in Radio Tonga.

"As all Tongans know," said the cheery female voice of the radio announcer, "March is the month when hurricanes are most likely to visit our friendly islands. This March is no exception. *Isaac* now has winds gusting up to 80mph and is headed for the islands of the Vava'u group."

Turning off the radio I moved to a mirror in the main saloon and studied my reflection. My hair had grown down to my shoulders and the sun had bleached it pure blond. The patina of civilization had worn very thin.

the VHF, punched up 16. Tony Barra on *Panache* was talking to Helen on *Elysium*.

"We've moved to the south end of the bay," Tony was saying. "There's no guarantee we'll hold here but I'm out of the heavy traffic pattern."

"Redhawk" on the air," I said breaking in. "Tony, you heard any late weather?"

"Negative, Redhawk. Say, you were anchored here last week. How's the holding?"

"I had to reanchor once, but after that it was real good. Made it through a forty knot squall . . . no problem."

As I sat chatting with the other boats the wind began to pick up. It began coming out of the SE, rustling palm trees and blowing ripples across the water I stuck my head out of the companionway and looked into the deepening twilight. Just a hint of light remained and in it I saw *Arminel* pointing like an arrow into the breeze. Returning below, I switched on my masthead strobe to act as a beacon in the night.

The wind continued to build steadily. I could hear it hissing through the rigging and feel *Redhawk* tugging on her anchors.

"Redhawk, Redhawk . . . this is Leeway,



"March is the month when hurricanes visit the friendly islands." I muttered. "Jesus, she makes it sound like an ad for a travel tour." I sat down at the chart table and turned on do you copy?"

"Leeway, this is Phil. How you doin' Robert?"

"Scared to death, that's how. My dad has

NIGHTMARE IN NEIAFU

the dinghy and I don't know where the hell he is." Robert did indeed sound scared.

"I know what you mean . . . its really howling out there now. Are you holding?"

"I'm beginning to drag. I've got my engine on but I don't know how much good that's going to do.'

"You just got one anchor out," I inquired. "Yeah, that's all."

"You have another anchor onboard?" "Yes."

"Well for God's sake, get it out on deck and use it . . . OK?"

"OK, . . . I'll do that now. Bye."

"Redhawk this is Elysium." It was Helen's voice on the radio. "Our windspeed just hit 80 knots."

"This is Kirsten. Our windspeed just hit 80, too.'

"Hey over there. This is Panache. I see a flashing light . . . what is it?"

"Panache, that's my strobe. This is Redhawk . . . does it bother you?"

"No way Phil. I'm glad to have it as a reference point. Jesus, its howling."

"What's your barometer doing doing Tony, over."

"It's falling through the bilge."

66T2 I ve got a funny feeling about this," I said. "It feels like its going to get a lot worse." "Redhawk, this is Elysium. You heard any new weather?"

"No, Helen, I haven't. I just feel this in my bones."

"I think we're dragging," Helen said uncertainly. "Elmer's on deck trying to keep things together."

"This is Kirsten, Redhawk. I've just sunk a Tongan fishing boat and I'm dragging across the reef." Stan's voice was amazingly calm, almost detached as he spoke of the tragedy occurring. "I had two anchors out and they're both dragging. We'll be up on the



seawall in a minute. I think this is all she wrote."

"Jesus, Stan." What can you say to a man in a situation like that. "I guess when it come right down to it, . . . the best thing to do if there's no hope for your ship is to grab your wife, get the hell off the boat, and save your

"I think you're right, Phil. I gotta go . . .

good luck to you."

I dashed outside in time to feel the wind shift, at a steady 80-knots, from the SE to the SW. Fighting my way forward against the wind was difficult at best. It screamed in my face and the only way forward was to crouch down and crawl along the deck. As I looked over the bow into the utter blackness of the night I saw my two anchor lines almost horizontal to the water's surface, tight as a backstay on a racer going to windward. They were both glowing in the darkness with disturbed phosphorescence.

A sudden "Chirp" made me feel for the chain hook line. It parted and now the full force of the wind and the waves was hanging on the anchor chain.

Fighting my way back to the cockpit, I grabbed the 200,000 candlepower searchlight and aimed it at shore. The wind shift had me 300-ft offshore and my worst fears were realized. I was anchored off a lee shore with a full hurricane howling around me. Aiming the searchlight at Arminel, I could just see that she was still holding her ground and that my position to her wasn't changing.

 ${\sf A}_{\sf nd}$ then suddenly I seemed a lot closer to shore than before. Moving forward quickly for a bow check, I felt the force of Isaac tear at my face and distort my features. The wind was gusting higher and higher now as I saw to my horror that only one phosphorescent trail remained in the frenzied water. I reached down and easily pulled a handful of anchor chain on deck.

- phil howe

To be completed next month.

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AT EMBARCADERO ON THE ESTUARY



CREW

What have we got here? Well, to the right we've got a photograph of one of the cruising boats — and it's skipper — that is listed in our boats looking for cruising crew list. Some of you probably think it would be great if all the boats were this big; maybe it would, maybe it wouldn't. But it's a moot question since they're not.

Then right below we've got the start of the lists. This month we're running the list of boats looking for cruising crew as well as the lists of men, women, and couples looking for berths as cruising crew. (You'll remember last month we ran the racing boat and crew lists as well as the singles boats and crew list.)

Remember the big rule with the Crew List is that everyone listed and anyone calling those listed does so at their own risk. If using this list leads to your getting hurt, killed, or married, it's not our fault. If you aren't something of a risk-loving swashbuckler who can handle him/herself in any situation, don't use this list.

For the rest of you, we wish you the best of luck.

Code for Boats Looking for Cruising Crew

Looking for Crew

- 1. = That is male.
- = That is female.
- = Whose sex is unimportant.

Their crew should:

- 1. = Be willing to share expenses.
- = Be willing to bust butt preparing boat.
- = Have lots of offshore experience.
- Be drunkards.
- = Know celestial navigation.
- = Have mechanical skills
- = Be unattached and unopposed to the possibility of a friendship developing.

FOLKS LOOKING FOR CRUISING CREW

Tony Badger, 45, M, (415) 328-7072, Nor'Sea27, Mex/SoPac, Nov.'82

should 1,2,7,8

J.C. Czaja,34,M,(408)338-2801,34'Wharram cat,Bali,by '83wants 2 / should 2,7,8 Carl Finney,27,M,(707)998-3836,Caranita 20',Bay/Delta/Tomales,all yr.

wants 3 / should 2

Michelle Berman, 32, F, 479-1447, Hunter 37, Bay/Delta/Local offshore, 2 wknds/mo

wants 3 / should 1,2,4,6,7 Louis-Philippe Laguette,42,M,472-1702,Cal 20,Bay/Delta,all yr wants 1.2 /

should 1,3,4,7 Jack Webb, 45, 333-7912, 36' ketch, late '82/early '83 wants 3/should 1.2

Merv Francies, 54, M, 558-2646 (wkdy), Gladiator 24, Bay R.Bargsten,33,M,(916)383-6445,30'Clppr Marian,Bay/Delta/Coast wants 2 Randy Parent,31,M,881-0399,Luders 33,Mex/Aussie,4-82 wants 2/should 1,2,7

should 1,2,7 Chuck Frake, 40's, M, (408) 476-5363, StaCrzMarina, Chnl Isl., 6-82 wants 3/

Jim Carralho, 18, M, 351-0709, 20' f/g sloop, Bay/Delta, all year

should 1,2,5,6,7

Frank DiMarco, 37, M, 332-SAIL, Herreshoff 36k, locally wants 2 Gordon French,35,M,680-8836,38'dbl-nd K,Delta/Bay/Coast,Summer82

wants 2 / 1,2,7,8 Timothys Gilbert,34,M,332-0507,PearsonTriton,HI,early May wants 2

Doug Brown,31,M,5043 N. Ave, Carmichael,95608, Marieholme 26,AK/SF Bay, 1992 wants 2/ should 1,7

Paul Major, 44, M, 641-1933 (d), 40' S&S, Chnlisis wants 2/should 1,2,4,6,7,8 Doug Colton,44,M,(714)222-1186,Valiant40,HI/FnchPolyn.,Apr. wants 2/

should 1,2,7,8 Joseph Stamler, Mature, M, 986-0300, Islander 30, Bay/Local, mid-wk wants 2/

should 7.8

wants 1/





folks looking for cruising crew – cont'd Karl Livengood,43,M,655-0163(e),Nantucket isl 33,Mex/west,fall'82

wants 2/ should 1.2.7 Dwight Caswell,37,M,(408)354-2771,22'sloop,Mex/SoPac,1-83? wants 3/ should 1,2 Don Culbertson,40,M,968-6111,Islander 34,Bay/Delta/ItdOcean,daysails, wkends wants 2/should 7.8 Fred Waters,38,M,364-8787,48'gaff k,ChnllsIs/Local,Sept/Oct wants 2/ should 1.7.8 Terry Ballou, 35, M, (408) 737-2000 x 482, Traveler 32, Mex/HI, 6-82 wants 3/ should 1,2,8 Mike Parish,39,M,328-7555,26'SaberCraft,Bay/Delta,monthly wants 2/ should 1,4,7 Kirk Bourgauit,29,M,GenDelivry,MossLand'g,CA95039,30'mod.H-28,Coastal wants 2/should 1,2,7 Alan Born, 37, M, 924-6352, 26'Thunderbird, Bay,? should 7 Dave Hatch,54,M,361-1505,Mariah31,AK,May/June wants 3/should 1 Bob Dries, 37, M,864-8522, Columbia 36, Bay/Delta/Coast, summer/fall'82 wants 2 / should 1,2,7,8 John Edmlster,32,M,(w)924-6963,P-28 '59 Swedish,Delta/Coast/Baja,anytime wants 2 / should 7,8 Dorothy Fowler,54,F,526-0558,Triton 28.5,Mexico,Oct'82 wants 2/ should 1,3,5,6 Lon Morris, 39, 956-5559, 77' stl. ketch, around world, 6-82 wants 1,2/ should 2,7,8 Kelth Levy, 36, (w) 332-9419, Santana 22, locally, 4-82/9-82 wants 2/should 7,8

Code for Cruising Crew

Sailing Experience:

- 1. = None, but I'll do anything within reason for the chance.
- 2. = Some, at least 20 sails on the bay.
- 3. = Moderate, several years active crewing.
- 4. = Lots, several ocean passages.

Want to cruise:

- 1. = Locally, around the bay and up the delta.
- 2. = Hawaii and points west this summer.
- 3. = Seattle and Alaska this summer.
- 4. = Mexico, late this spring or early winter.
- 5. = Jupiter and the black holes.

They offer:

- 1. = To share some expenses.
- 2. = Mechanical skills: engine, electronics, refrigeration.
- 3. = Elbow grease for bottom work, woodwork & other upkeep.
- 4. = Navigation skills, proven.
- 5. = Cooking skills.

MEN WANTING TO CRUISE

Louis-Philippe Laguette, 42, 472-1702 Dan Brousseau, 18, 388-9835 Jeff McWhinney,20,(916)241-2470 Peter Guetz, 30, 948-0507 Herb Tate, 38, (408) 438-4015(d) Paul Curclo,27,434-0300 Stuart Snyder,33,982-0175 **Bob Forsythe,30,939-2452** Scott Roulllard,24,567-8423 Mitch Young,25,981-8900(w) Dale Bryant,38,(707)553-9882 **Gene DelVecchlo**,35,726-6749 Peter Grewer, 25, 4161 23rd St., S.F. 94114 Ken Moore, 34, (d) 349-2151 James Ingram, 23, 837-9760 Peter Earley, 25, (w) 689-5200 Joe Hensley,37,221-4328 Ed Pogue, 47, 495-5400

Martin Burger, 28, 474-1782

Grant Missimer, 27, 381-0821

has 3 / wants 2,3,4,5 / offers 2,3 has 2 / wants 1,2,3,4,5 / offers 1,3,4 has 4 / wants 1,3,4 / offers 1,2,3,5 has 1 / wants 1 / offers 3 has 2/ wants 1,2,4/ offers 2,3 has 3 / wants 2,3,4 / offers 3,4 has 1 / wants 1,2,3,4,5 / offers 2,3,5 has 1 / wants 1,2,3,4,5 / offers 1,3 has 2/wants 2,4/offers 3 has 2 / wants ? / offers 4.5 has 2/wants 1,4/offers 3 has 4 / wants 1,2 / offers 1,2,3,5 has 2,3 / wants 1,2,4,5 / offers 1,3 has 2/wants 1,5/offers 3,5 has 2 / wants 1,4,5 / offers 1,2,3,5 has 3 / wants 1,2,4 / offers 1,2,3,4,5 has 3,5 / wants 1 / offers 3,4,5 has 3/ wants 1,2/ offers 4,5

has 3 / wants 1,2,3,4,5 / offers 3,5

has 2 / wants 1,2,3,4,5 / offers 1,2,3,5

men to cruise - cont'd

Lawrence Rau, 35, Box 167, Penngrove 94951 has 37 wants 2,4,57 offers 1,2,3,4,5 Phil Smith, 32, 768-5256 has 4 / wants 1,5 / offers 1,2,3,4,5 Marc Kraft, 26, (408) 423-2167 has 4 / wants 2.4.5 / offers 1.2.3.4.5 David Giguere, 32, (916) 265-9707 has 1 / wants 1 / offers 1 Patrick Walker, 16, (213) 866-1874 has 1 / wants 2,3 / offers 3 **Andrew Spector, 34,858-3905** has 2 / wants ? / offers 2,4,5 John Flood, 27, (213) 821-8894 has 3 / wants 2,5 / offers 1,2,3,4,5

Peter Davidson, 39, (303) 493-7524 has 2 / wants 2,3,4,5 / offers 1,2,5 Larry Bahmer, 36, 824-5012 has 2,3 / wants 2,3,4 / offers 1,2,3,5,6 Frank Perrott, 23, 476-7059 has 3 / wants 2,3 / offers 1,2,3,4,5

Etienne Rolin, 52, 479-0844 has 3 / wants 3.4 / offers 1.3.4.5 Bruce Bennett,33,856-2498 has 3 / wants 2 / offers 1,2,3,4,5

Eric Mueller, 20, 824-8656 has 3 / wants 1 / offers 3 Eric Hartwig, 33, 522-1524 has 2/ wants 1,2,3/ offers 1,3,5

Nam Nguyen,29,889-1609 has 2 / wants 1,2,3,4 / offers 1,3,5 Scott Benesi, 27, 566-3756 has 3/wants 2/offers 1,3,5 Tom O'Bletz,30,459-0149 has 3 / wants 1 / offers 1.2.3.5

Keith Olsen, 17, (408) 379-5834 has 21 wants 21 offers 2,3 Larry Diggs, 36, 383-1531 has 3 / wants 1,2,4 / offers 1,2

Jim West,44,(408)255-4716 has 3 / wants 2 / offers 1,3,5 Craig Ostfeld, 37, (408) 263-2548 has 2/ wants 2,4,5/ offers 1,2

Leroy Berges, 25, (w) 861-2645 has 1/wants 1,2,3,4,5 offers 3 Al Delgada,50,939-2400x228 has 21 wants 11 offers 1,3,4,5

Harold Petty, 49, (w) 332-9622 has 4 / wants 1,2,4 / offers 1,2,3.5 Dan Fortson, 22, 474-6355 has 3 / wants 4,5 / offers 1,3,4

Kerin Deeley,34,457-8273 has 2 / wants 1,2 / offers 3 John Stenhouse, 26, (w) (408) 748-2335 has 2 / wants 1 / offers 1,3

Tom Page, 37, (916) 488-6465 has 1,2 / offers 1,2,4 / offers 1,3,5 Stephen Fiekert, 43, (503) 653-5938 has 4 / wants 5 / offers 1,2,3,4,5

Paul Thurston, 34, 398-2040 has 1 / wants 1 / offers 1,3 Les Loeder, 31, 363-1271 has 3 / wants 1 / offers 2,3,4

David Demarest, 30, 821-4839 has 2 / wants 1,2 / offers 1,3

Drew Conaway, 19,533 Sutter St., #1105, SF94102 has 2 / wants2,3,4,5 /

offers 1,2,3,5 Alan Born, 37, 924-6352 has 3 / wants 1

Chuck Frake, 40's, (408) 476-5363 has 3 / wants 1,2,4,5 / offers 1,3,4,5 Jim Carralho, 18, 351-0709 has 3 / wants 2 / offers 1,3 ·

Dave Piekering, 30,881-1833 has 1/wants 5/offers 1,5 Robert Bargsten, 33, (916) 383-6445 has 2,3 / wants 1 / offers 1,2,3,4 Merv Francies,54,558-2646wkdvs

has 3 / wants 1 Jack Webb, 45, 333-7912 has 3 / wants 1,3,4 / offers 1,3,5 has 2/ wants 1,2,4/ offers 1,3 Carl Finney, 27, (707) 996-3836

J.C. Czaja,34,(408)338-2801 has 2/wants 1,2/offers 1,2,3,5 Brian Ogram, 41, (707) 275-2718 has 2 / wants 1,4,5 / offers 1,3

Kirk McKinzie, 20,932-0666 has 21 wants 2,31 offers 2,3,5

Max Sundball, 25, 479-2014 has 21 wants 1,2,3,4,51 offers 1,2,3,5 Hans Pose, 48, (408) 286-0270 has 3 / wants 2,4 / offers 1,3

James Cook, 29, 952-4400 x 484 has 1/wants 1/offers 1.3

Kevin Bixby,25,655-9163 has 2 / wants 1,2,4,5 / offers 3 Donald Maisel, 28, 567-3115 has 2/ wants 2/ offers 1

Earl Trumbull, 28, (707) 642-4779 has 3 / wants 1,4 / offers 1,2,3,5 Bob Bander, 33, 321-6503 has 2/ wants 1,3/ offers 1,2,3

Alexandrew Law, 22, 482-4591 has 3 / wants 1,2 / offers 2 Sandy Harrill,?,848-8936 has 3 / wants 5

Joe Podrecia, 29, 343-4714 has 1/wants 1,2,3,4/offers 1,3 Joseph Stamler, 58, 986-0300

has 4 / wants 2,3 / offers 1,4 Bill Hough, 58, (413) 788-6667 (Springfield, MA) has 3 / wants 2 / offers 4

Michael Lewis, 38, 857-5008(w) has 1 / wants 1 / offers 1,2,3 Joseph Carro, 24, (w) 273-7067 has 2 / wants 1,2,5 / offers 1,3,5

Lloyd Anderson, 38, 285-5842 has 4 / wants 2,3,4 / offers 1,2,3,5 Randall Hough,368-4340

has 3 / wants 2 / offers 4 Robert Hull,53,(w)828-4200 has 3 / wants 1 / offers 1,2,3

Claes Olsson, 35, 387-9968 has 4/ wants 2,3,5/ offers 2,3,4 Ed Georges, 33, (w) (916) 428-8170 has 3 / wants 2 / offers 1,3

has 1 / wants 1,2,3 / offers 3

Jon Marting, 29, 457-0716 has 1/wants 1,4/offers 1,3 Dan Wallace, 27, 769-8848 has 3 / wants 2,4 / offers 1,2,3

Pete Quarre, 51, 326-0716 has 3 / wants 1 / offers 1,2,3,4 Abrasha Staszewski, 33, 433-0868 has 2/wants 2,5/offers 1,3

has 2 / wants 1,2,3,4,5 / offers 1,2,3,4,5 Thomas Wikman,24,(w)494-2233x2159

Adam Wynbrandt, 19, 455-5342

Bill Goodman,?.843-4512 Presley Kincaid, (707) 525-1400x2676 Lee Olin,47,(408)438-3777 Anders. Hoglund, 31, (d) 333-4864 Douglas McRae, 32, 328-2467 Jeff Conant, 29, 945-1745 Eli Geller,45,472-2493

Stuart Ritchings, MD,37,461-1435

Russell Best, 23, 457-8652 Richard Bryant, 28. (408) 275-0827

Greg Morris, 28, (408) 926-8907

Tom Tatum, 32, (707) 525-1668 Andrew, Storck, 21, (707) 996-8863

Joseph Rodgers, 29, Box 1006, Morro Bay, 93442

Roger Lamb, 34, (707) 745-5215

Dave Wilber, 27, (408) 475-7124 Neal Dickler,34,931-7430

James Wisswaesser, 30, 654-4543

Edwin Kendall 35 655-6053 Bob Garcia, 29, (408) 730-1234

John R. Ford, 22, (916) 753-3309

Michael Taylor,23,(w)423-0991

Michael Bitsko,35(d)792-0222 Bob Daniels, 38, 641-9059

Lance Bartle, 26, 283-0519

Kermit Hollingshead, 38, (916) 967-9261

Marvis levolella,40,848-5794 Mike Heiner, 23, 897-0539 Jonathan Jefferies, 37, 960-0537

David Bratt, 21, 321-9083 Dick Conner,40,775-3396

Bob Coldren, 47, (408) 335-5009 Rodney Blacklock, 42,531-4875

Richard Thomas, 40,388-5601

Doug Richard, 23, 751-1762 Fred Timms, 56, 937-8562

Stephen Merrill, 37, 689-8336

Terry Philipp,32,(707)887-2644 Ron Rosales, 33, (408) 257-8365

Roy Breiman, 20,821-4488 John O'Hearn, 29, (w) 561-8663

Andre Levy,22,845-2769 Stuart Evens, 25, 897-2533

Robert Milligan, 25,964-4494 Chris Stewart, 33, (d) (408) 746-3494

Jamie Nelson, 30, (w) 552-2570 Byron Wallin,29,(d)532-7330

Eric Smith,30,(w)348-0977

Larry Bell, M.D., 30, 932-1677 Roger Chapanis, 33, (w) 768-8579

Roy Foster, 37, 339-8329

Donald Sutter, 48, (408) 268-2961 **Ronnie Herndon, 30, 471-0580**

Robert Weiss,52,(408)984-0310 David Dudley,26,(408)377-8270

Mike Taylor, 17,680-1543 John Wardle,47,(w)(408)298-2334

Michael Lewis, 38, (w) 857-5008 Lloyd Anderson, 38, 285-5842

Dean Noble, 37, 791-8849

George Little,49,457-0443 Tom Pillsbury,26,563-8792

John Moreau,38,(w)486-5521 Warren Prescott,31,459-3186

Robert Myers,40,(w)494-1165x1606 Dean Rosebrook,35,593-0940

Jim Breitlow,33,235-7689 Bruce Brodie, 36, 381-1240

Mike Wilson, 36,994-6077

men to cruise - cont'd

has 3/wants 1/offers 1,2,3,4

has 4 / wants 2.4 / offers 1.4.5

has 1/wants 1/offers 1,2 has 2/wants 1,3/offers 1,3,5

has 1 / wants 3 / offers 1,2,3,5 has 2/ wants 3,4/ offers 1,3,5

has 1 / wants 1 / offesr 1,2,3,5

has 4 / wants 1,4,5 / offers 1,2,3 has 1/wants 1/offers 3

has 2 / wants 1 / offers 1.2.3

has 3 / wants 1,2,3,4,5 / offers 1,2,3

has 3 / wants 2,4 / offers 1,2,3 has 1 / wants 1,2,3,4 / offers 1,2,3,5

has 3.4 / wants 2.5 /

offers 1,2,3,4,5 has 2/ wants 1 / offers 1,2,3

has 4 / wants 2 / offers 3

has 3 / wants 1,2,3,4,5 / offers 1,3,5

has 2 / wants 5 / offers 1,3,5 has 2 / wants 1,2,4,5 / offers 1,2,3,5

has 1/wants 1/offers 1,2,3,5

has 3/ wants 2,3/offers 1,3

has 2 / wants 1 / offers 1,2,3,5 has 2/wants 1/offers 1,3

has 3/ wants 4/ offers 1,3

has 3 / wants 1,2,5 / offers 2,3

has ? / wants 1 / offers 1,3

has 4 / wants 2 / offers 1,3,4,5

has 2 / wants 1,2,3,4,5 / offers 1,2,3,5 has 2/ wants 1/offers 1,2,3,5

has 2 / wants 1,2,3,4 / offers 1,3,5 has 3 / wants 2,5 / offers 1,3,4

has 21 wants 11 offers 1,2,3,5 has 2/ wants 1,2,4,5/ offers 1,2,3,4,5

has 3 / wants 1,3 / offers 1,3

has 4 / wants 1,2,3,4 / offers 1,3,4,5 has 3 / wants 1,4 / offers 1,3

has 2 / wants 1 / offers 1,3

has 2/wants 2,4/offers 1,3 has 3 / wants 1,2,4 / offers 1,2,3,4,5

has 2/ wants 2/ offers 1,2,3,5

has 2/wants 1/offers 1,2,3 has 3 / wants 1,5 / offers 1,2,3,4,5

has 4 / wants 1,2 / offers 2,3,4

has 4 / wants 2,3,4,5 / offers 2,3,4,5 has 3 / wants 1,4 / offers 1,4

> has 1,2/wants 1/offers 1,3 has 3 / wants 1,4 / offers 2.3

> has 2 / wants 1,2 / offers 1,3

has 2 / wants 3,4 / offers 1,5 has 2/wants 1,2/offers 1,3

has 3 / wants 2,4 / offers 1,5 has 2 / wants 1,4 / offers 1,5

has 4 / wants 2,3,4,5 / offers 1,3,4,5

has 3 / wants ? / offers 2,3 has 3 / wants 1 / offers 2.3

has 2/ wans 1,2,3,4,5 / offers 2,3,5

has 2 / wants 1,2,4 / offers 1,3,5

has 1 / wants 1 / offers 1,2,3 has 4 / wants 2,3,4 / offers 1,2,3,5

has 1/wants 1,2/offers 1,2,3,5 has 2,3 / wants 1,2,3,4 / offers 1,2,3,4,5

has 2/ wants 1,5/ offers 1,5 has 3 / wants 1,3,4,5 / offers 1,2,3,4,5

has 1/wants 1/offers 1.3 has 3 / wants 2,4 / offers 1,3

has 2 / wants 1 / offers 1,2,3 has 27 wants 1 / offers 3

has 3 / wants 2 / offers 1.2.3 has 2 / wants 1 / offers 1,3,5 men to cruise -- cont'd

Rich Stewart, 44, (303) 468-2024 Jack Klasnik, 32, (408) 425-5211 Joseph Carro, 24, (w) 273-7067 Ryan Young,23,(w)777-3000 Bob Rivas, 35, 827-4539 Tom McIlhenney, 28, (714) 645-3369 Ric Williams, 26, (w) 556-2103 John Jolly,36,634-5444 Mark Hadley, 37, 493-5893 Paul Bielaczyc, 29, (805) 962-5988 Nicholas Chandler, 23,921-8237 Herb Hendrickson,40,647-0401 Tom Armstrong, 15, (408) 988-3560 Doug Van Buren, 40, (e) (707) 525-1400 x 3364

Dennis O'Mara, 28, 361-8555 Charles Martin, 39, 368-3709 Drew Conaway, 19, (e) 386-9490 Cy Eaton, 35, (707) 795-6169 Richard Buol, 21, 932-5145 James Ingram, 23, 837-9760 Charles Sell. 29.325-7376 Paul Chow, 26, M, (w) 781-4141 John Krevis, 22, M, (bt) 273-7067 Tom Elliott,29,M,458-3083 Steve Symkowick, 31, 359-7144 L.Warshaw, 35, M, 3051 1/2 Market, S.F. 94114 has 3 / wants 1, 2, 3, 4 / offers 1, 2, 3, 4 Josiah Meyer,40,M,(w)(408)249-1060 Bill Marshall, 37, M, 381-1487 Alan Nuytten,27,M,(w)(707)438-3045 John Graybill,31,M,(w)457-1050 Elmo Moorehead, 56, M, 236-7857 Eric Korn, 22, M, 676-7334 Bob Marsh, 57, M, (707) 745-1053 Joe Marshall,64,M,673-8867 Bruce Little, 43, M, 982-0175 Keith Kjeldsen, 36, (408) 438-3393 lan Suttaby, 31, M, (408) 426-1470 Russell Frank, 27, M, 771-3488/9 Robert Berry, 46, M, 471-5741 David Cence, 20, M, 846-5643 Marvin Burke, 40, M, 892-7793 Stephen D'Angelo, 34, M, (w) (408) 737-5002

has 2.41 wants 2.41 offers 1.2.3.5 has 3 / wants 2,4 / offers 2,3,5 has 21 wants 1,2,57 offers 1,3,5 has 3 / wants 1,4 / offers 1,2,4 has 21 wants 17 offers 1.2.3.5 has 4 / wants 2,3,4 / offers 1,3,5 has 2/ wants 2,4,5/ offers 1,3,4 has 2,3 / wants 1,2 / offers 1,2,3 has 1 / wants 2.3.4.5 / offers 1.2.3 has 1,2 / wants 2,4,5 / offers 1,2,3,5 has 3 / wants 1,2,3,5 / offers 2,3,4,5 has 2 / wants 2,4 / offers 1,3,5 has 21 wants 1,27 offers 3 has 21 wants 1,2,51 offers 1,2,3,4 has 4 / wants 3,4,5 / offers 3,4 has 4/wants 2,3,4/offers 2 has 1,2 / wants 2,3,4,5 / offers 1,2,3,5 has 2 / wants 1,2,3,4,5 / offers 1,2,3 has 1 / wants 1 / offers 1,3,4,5 has 2,3 / wants 2,4,5 / offesr 1,3,5 has 2 / wants 5 / offers 1,3,5 has 2 / wants 1,2 / offers 1,3,5 has 1,2 / wants 1,2,3 / offers 2,3 has 3 / wants 2,4 / offers 1,2,3,4,5 has 1/wants 1/offers 2.3 has 3 / wants 1.2.4 / offers 1.2.3.5 has 2/ wants 1/offers 1,3 has 2 / wants 1 / offers 1,2,3,5 has 2 / wants 1,3,5 / offers 1,2,5 has 3 / wants 2.3 / offers 1.2.3.4 has 3 / wants 1,4 / offers 1,4,5 has 21 wants 17 offers 1.3.4 has 4 / wants 2,4,5 / offers 1,2,3,4 has 3 / wants 1,2,3,4 / offers 1,3 has 4 / wants 4 / offers 1,3,4,5 has 4 / wants 2,4,5 / offers 1,2,3,4,5 has 1 / wants 1,2,3 / offers 3 has 21 wants 1,2,41 offers 1,2,3 has 2 / wants 1,2,4,5 / offers 2,3,5 has 4 / wants 2.4 / offers 1.2.3.4 has 21 wants 1,2,4,51 offers 3

WOMEN TO CRUISE

Kathy Teixeira, 32, (408) 267-4006 Kate Webb, 38, (e) (408) 423-7971 Candace Loheed, 36, (w) 863-2950 Deb Mader, 25, (714) 642-0319 Diane Garcia, 26, (408) 730-1234 Elena García,26,658-5735 Michelle Price, 30, 339-2347 Trent Stevenson, 32, 621-1448 Jan Brown, 22, 523-2672 Penny Wells,38,457-6094 Linda Harbinson, 27, (w) 953-4025 Kathy Kelly,32,((w)(800)622-0776 Jeanne Bonadonna, 27, 387-2644 Barbara Retelle,33,(707)795-3488 Marianne Amodt,37,(w)(714)494-1011 Donna Brandstrom, 37, (w) 372-4361 Diane Flick.40.461-3818 Alice Collier,33,(w)477-8536 Ginger Smith, 35, 457-6405 Karen Hansen, 32, 332-9100 Janet Gomez,29,(w)537-1577 Blue Jean Lady, 40ish, 836-1715

has 2 / wants 1 / offers 1,3,5 has 2 / wants 1,2,3,4 / offers 1,3,5 has 2 / wants 1 / offers 1,3,5 has 21 wants 2,4,51 offers 3,5 has 1 / wants 1 / offers 1,3,5 has 3 / wants 1,2,3,4,5 / offers 1,2,3,4,5 has 2 / wants 1,2,4 / offers 1,3,5 has 4 / wants 1,2,3,4,5 / offers 1,3,5 has 2 / wants 1,3 / offers 3,4 has 47 wants 1.2.37 offers 1.3.5 has 2 / wants 1,2,5 / offers 1,3,5 has 1 / wants 1.4 / offers 1.3.5 has 4 / wants 1 / offers 1,3,5 has 31 wants 11 offers 3,4,5 has 3 / wants 2,4,5 / offers 1,5 has 21 wants 17 offers 5 has 21 wants 11 offers 1 has 3 / wants 1 / offers 1,3,5 has 21 wants 1,2,4,51 offers 3,5 has 4/ wants 2/ offers 1,3,4,5 has 2 / wants 1,2,4,5 / offers 1,3 has 21 wants 1,41 offers 3,5

women to cruise - cont'd

Denise Hauck, 27, (206) 782-9315 Alice Lyman, 41, 283-5788 Sandy Curtis, 31, (w) 526-7044 Dina Maille, 25, 341-4598 Kate Burnett, 30, 673-3700 Chris Howard, 34, 423-8267 Tracey Finneran, 25,563-7031 Sheryl Baugh, 29,937-1258 Michele Helms, 37, (408) 462-3192 Merlyn Wind Storm,30,(707)528-7635 Carol Woods, 42, (w) 968-2211 Sandy Mikesell, 33, 386-3838 Roselyne Brault, 22, (408) 243-6057 Barbara Ludder, 21, 686-1057 Jo Lawlor, 26.(3) 454-4128 Dorothy Martinson,34,(w)863-8800 Carol Gloff,29,(d)666-2307 Jeanette Gabriel, 32, 454-2431 June Anderson, 31, 381-2048 Sue.48.346-0132 Kathy Foster, 26, (d) 254-6820 Michele Pamperin, 28, (602) 966-3262 Jill Groginsky, 22, (d) 271-7040 Julie Jackson,38,(e)933-6281 Mary Kirkpatrick, 22, (408) 272-3289 Debra Howard, 25, 362-7155 Diane Akusis,34,388-9432 **Debbie Daysail**,26,868-0748 Linda Yellin, 27, (w) 434-0850 Cathy Roha, 33, (d) 845-1833 Mary Shea,24,(w)441-0224 Darlene Kent.35.(d)472-5770 Jane Stein,55,493-9341 Mercedes See,44,499-1905 Kathy Ryan, 34, (916) 583-9564 Donna Bernardus, 32, (707) 823-3974 Mildred Brown, 31, (d) 981-8766 Hilary Small, 26.(w) 655-4000 x 6081 Sandy Lavery, 37, (408) 733-0524 Kim duClair,35,843-8031 , Rose Enerson, 45 + ,(d) 540-8250 Luana Kathryn, 26, 431-4915 Julie Cody, 33, F, 824-6795 Carole Kahn, 35, (408) 733-6385 Peggy Gainey, 31, F, 324-9294 Mary Dean, 34, F, (e) 453-8684 Chris Rehlich, 24, F, 366-9093 Karen Kennedy, 24, F, 484-1116 Kathryn Smith, 27, F, (w) 362-2100 x 3226 Sylvia Frank, 44, F, 345-1122 Livit Callentine,30,F,652-5763 Dianna Huff, 19, F, (w) 436-5552 Kate Webb, 38, (mssg) (408) 475-7739 Deb Mader, 25, (714) 642-0319 Michele Fraser, 27, (w) 441-6600 Ronna Thompson, 23, 331-3253 Joyce Upton,23,332-5400 Nancy Newland, 40, 593-4399 Shirlee,30,861-8370 Barbara Deppe, 30, 567-1853

Marlene Nylander, 49, (408) 356-4414

Kathy Ward, 27, (916) 445-4195

Wendy Miller, 31, 924-0116

Marcie Podgur, 25, 398-3366

Karrin Erecius, 35, 457-8273

Jan Daniels, 25, (408) 462-1051

Katy Bannister, 23, 665-1296

Mary Drees, 32, 474-2098

Judy Gabriel, 27, 673-0431

Lori McCoy, 27, (408) 446-0343

has 2/wants 2,3/offers 3,5 has 2/ wants 1,5/ offers 1,3,5 has 21 wants 1,51 offers 3,5 has 1/wants 1/offers 1.5 has 1/wants 1,2,3,4,5/offers 3,5 has 3 / wants 1,2,4 / offers 3,5 has 1 / wants 1,5 / offers 1,3,5 has 2 / wants 1 / offers 1,3,4,5 has 4/ wants 1,2,3,4,5/ offers 3,5 has 2 / wants 4.5 / offers 1.3.5 has 1/wants 1/offers 3,5 has 4 / wants 1 / offers 1,2,3,4,5 has 2/ wants 4/offers 3,5 has 21 wants 21 offers 1,3,5 has 31 wants 21 offers 3,4,5 has 21 wants t,21 offers 1,5 has 21 wants 11 offers 1,3,5 has 1/wants 1/offers 1.5 has 2 / wants 1,2,3,4,5 / otfers 1,3,5 has 3 / wants 1,3 / offers 1,3 has 47 wants 17 offers 13 has 1,2 / wants 1,4 / offers 3,5 has 1,2/ wants 1,3,4/ offers 1,3,5 has 2 / wants 1 / offers 5 has 1 / wants 1 / offers 1,3,5 has 2 / wants 1.2.3 / offers 3.5 has 2 / wants 1,2 / offers 1,3,5 has 3 / wants 1 / offers 1.5 has 2 / wants 1 / offers 1,3,5 has 3 / wants 1,5 / offers 1,3,5 has 3 / wants 1,2,3,4,5 / offers 1,3,5 has 2 / wants 1 / offers 1.3.5 has 3 / wants 1,2,3,4 / offers 3,5 has 37 wants 1.47 offers 1.5 has 21 wants 1,2,41 offers 3,5 has 1.2 / wants 1 / offers t.3.5 has 4/ wants 3/ offers 1,3,5 has 1 / wants 1,2,3,4,5 / offers 1,3,5 has 1/wants 1/offers 3,5 has 2/wants t,4,5/offers 1,3,5 has 2 / wants 1,4 / offers 1.3 has 1 / wants 1,2,3,4,5 / offers 1,3,5 has 2 / wants t / offers 1,3,5 has 3 / wants 1,2,3,4,5 / offers 1,4,5 has 3 / wants 1,3 / offers 1,3 has 3 / wants 1,2,4,5 / offers 1,3,5 has 1 / wants 1,2,3,4,5 / offers 1,3 has 1 / wants 1,2,3,4,5 / offers 1,3 has 23/wants 5/offers 135 has 3,4 / wants 1 / offers 1,3,4,5 has 1,2 / wants 1,2 / offers 1,2,3,5 has 1,2/wants 1/offers 3,5 has 2,3 / wants 1,2,3,4,5 / offers 1,3,4,5 has 2 / wants 2,4,5 / offers 3,5 has 2 / wants 1 / offers 1.3 has 1/wants 1,2,4/offers 1,3,5 has 3 / wants 1,2,3,4,5 / offers 1,2,3,5 has 21 wants 17 offers 1.3.5 has 2/ wants 1,4/offers 1,3,4,5 has 21 wants 11 offers 1,3,5 has 3 / wants 1,2,3 / offers 1,3,5 has 2 / wants 2,3,4,5 / offers 1,3,5

has 3 / wants 1,2 / offers 1,3

has 4 / wants 2 / offers 3,4,5

has 2/wants 3/offers 1,3,5

has 1 / wants 1 / offers 3

has 3 / wants 2,4,5 / offers 1,3,5

has 3 / wants 1,4 / offers 1,3,5

has 3 / wants 1,2,3,4,5 / offers 3,4,5

has 1 / wants 1 / offers 1,5

women to cruise -- cont'd

Sharon Bonnell, 25, (408) 255-0900 x 3379 Helen Hancock, 36, (206) 632-6954 Barbara Pleake, 45, 472-4148 Amy Lannen,26,391-9270 Michelle Berman, 32, 479-1447 Carol Brooks, 32, (w) (408) 491-1598 Mimi Liem, 31, 931-7006 Liza Reilly,34,954-5474 Ann Armstrong, 32,864-9800x2209 **Claire Shaw**, Over 40,538-0626 Sharon Dickinson, 39, (707) 778-7020 Virginia Newell, 42, (w) 528-7260 Isabelle Brule, 21, (408) 427-1471 Jana Vogelsberger, 27, (408) 423-8547 Kelly Horne, 21, 788-3030 Karen Strobel, 27, 776-3295 Pamela Cox, 25, 653-5800x315 Kalhy Sprietsm, 25, 932-0666 Portea Polner Shapiro, 37, (w) 692-0555 Sadequa Jelelah Mansur,27,(408)427-2078 Candace Loheed, 36, (w) 863-2950 Carolyn Barclay, 23, (213) 375-0282 Diane Liepold, 33, 454-5805 Judith Guntor, 33, (w) 956-4100 Judy Jacobson, 30, (916) 541-4570 Jan Schubert,39,(916)922-1592x302 Marsha,34,(916)483-9614 Lizabeth Rose, 28, 865-0647 Sue Brehm, 33, 493-6202 Pat DeBruce, 28, 673-0444

has 21 wants 17 offers 3.5 has 2/ wants 1,3/ offers 1,3,5 has 1/wants 1/offers 1,3,5 has 2/wants 1/offers 1,5 has 2 / wants 1,5 / offers 1,3 has 2 / wants 1,4 / offers 1,3,5 has 3 / wants 1,2,3 / offers 1,2,3,4,5 has 1/wants 1/offers 3 has 1/wants 1,2,3,4/offers 3,5 has 4 / wants 1,5 / offers 3,5 has 1 / wants 1 / offer 1.3.5 has 2,3 / wants 1,2,3,4 / offers 1,3.5 has 1/wants 4/offers 3,5 has 1/wants 1,2,4,5/offers 1,3,5 has 1 / wants 1 / offers 3,5 has 2/wants 2,4/offers 5 has 1,2/wants 1,5/offers 1,3,5 has 1/wants 2,3,4/offers 1,5 has 3 / wants 1 / offers 3 has ? / wants 2,5 / offers 3,5 has 2/wants 1/offers 1,3,5 has 2,3 / wants 2,3 / offers 3,5 has 1,2/wants 1/offers 1,5 has 21 wants 11 offers 1,5 has 1 / wants ? / offers 3.5 has 1/wants 1/offers 5 has 3 / wants 1,4 / offers 1,4,5 has 4 / wants 2,4 / offers 3,5 has 3/wants 1/offers 1,3,5 has 2/ wants 1/ offers 1,3,5

women to cruise -- cont'd

Sonja Fussi,28,928-0515 Cozette,32,(w)495-8650 Delia Gilligan,28,323-9565 **Dorothy Fowler,54,526-0558** Jane Cook,27,397-0165 Louisa Sims.26.(d)465-4663 **Barbara Chover, 26, 524-5708**

has 21 wants 1,2,4,51 offers 1,3,5 has 3 / wants 1,3,4,5 / offers 1,2,3.5 has 1,2 / wants 2,3,4,5 / offers 1,3,5 has 3,4 / wants 4 / offers 1,4 has 2,3 / wants 2,3,5 / offers 1,3,4,5 has 4 / wants 2 / offers 3.4.5 has 3,4 / wants 1,2,3,4 / offers 5

COUPLES WANTING TO CRUISE

Joe & Barbara Allen,44/?,591-9885 has 3 / wants 1 / offers 1,2,3,4,5 Vic & Jo Handen-Selvig,53/47,M/F,(714)793-2743 has 1,2 / wants 2/ offers 1,2,5

Debra Godfry/Vicki Levin,22/22,F/F,(209)477-1467/(213)981-1628

has 1 / wants 2,5 / offers 3,5 Pat & Jim Wiseman, 45/55, M/F, 283-3485 has 2 / wants 4 / offers 1 James Gibson/Jane Willis,33/35,M/F,(o)(916)443-6756

Raoul & Aurelia Michael, 36, (408) 257-5583

wants 2,4 / offers 1,2,3,4,5,6 has 3 / wants 2,4 /

offers 1,3,4,5 has 1 / wants 1 / offers 1,3,5

Jim & Judee Curley, 26, M/F, 331-1446 Todd Griffith/Denise Keeler,29/26,M/F,(702)972-7760

has 2/ wants 1/ offers 1,2

Shane & Eleanor Morrison, 27, M/F, (d) 966-4075 Harold&Madonna Williams,29,M/F,(408)245-5185

has 21 wants 1 / offers 1,2,3 has 2,3 / wants 1,4 /

Soaring&lsa Starkey,30/30,F/M,(707)829-1977 has 1 / wants 2,4,5 / offers 1,3,5 Larry & Cecila Newman, 39/32, M/F, (209) 834-2726 Teri C. & Joss W.,24/32,F/M,381-3429

offers 1,3,5 has 2 / wants 1 / offers 1.3

has 2,3 / wants 1,4 / offers 1,3,5

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MYSTERY

Now and then, when I'm plagued by a melancholy mood, I treat myself to the solace of the crashing surf at Ocean Beach. I never go when the weather has been mild and the waves roll meekly onto the sand. I only go when the ocean has been disturbed. like my mind, and the breakers grow huge



and menacing before plunging violently onto the sand. It is therapy for me, eliminating the need for slamming doors or angry words.

It was in the fall that I last found myself on that tranquilizing shore, following a rain. The sand was firm and washed underfoot, not mussed and sugary as in summer. And it was early in the day, the fog still hanging in the valleys that reach the sea.

Somehow I sensed it was to be no ordinary visit as I strode the shore, shoes in mu hand, the breeze whipping my hair across my face.

While the Sandpipers stalked cautiously on spindly legs nearby, probing for morsels on the shore, I came upon a hunk of painted wood half-buried in the sand. I kicked it over with my foot. "Ancient flotsam," I figured, typical on this beach, and I was surprised that it hadn't fed someone's beach fire before now. As the board flopped over, a coil of braided line was revealed from beneath the sand. And for awhile I dragged the line along behind me, marking my aimless trail in the crisp white sand.

The plover birds, huge flocks of them, rushed along madly over the edge of each

ALL PHOTOS BY SUE ROWLEY

wave, on short legs invisible with their speed. As each foam-flecked wavelet raced onto the beach, the whole flock scurried wildly to outrun it, then turned together and followed the receding wave, probing rapidly with spinelike beaks, only to be chased again by the next advancing tongue of rushing surf.

urther on I noticed a small metal water drum being rolled along the shore by a boy. and nearby, the rusting remains of what might have been a winch of some kind. A waterlogged flotation cushion caught my eye, and some bigger, jagged hunks of painted wood, with cleats and sandy lines attached. It began to appear that this was no ancient wreckage at all, or else scavengers would have stripped all the salvageable parts

A pile of splintered mahogany was my next discovery, accompanied by a sandal, a hatchboard, and, near the base of an iceplant-covered cliff, a bulkhead and door.

The discovery was becoming grisly with the accumulation of evidence of misfortune. Yet I felt compelled to continue my pursuit. my steps less aimless now, my path more direct and searching. I walked on past a flock of sleeping seagulls, who, I felt sure, knew the haunting story of the wreckage.

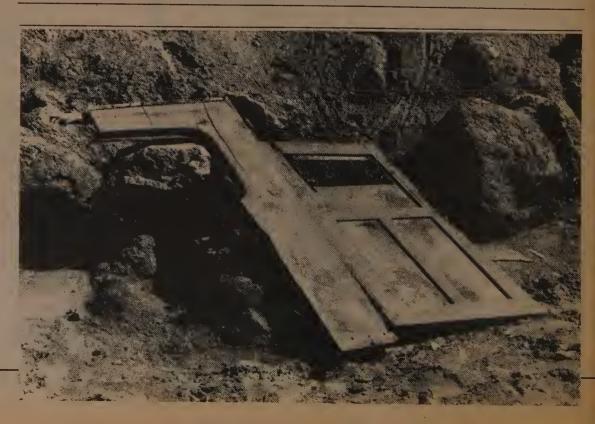
Had it began, as many an autumn weekend, with a casual daysail, out the Gate with the ebb, then reaching southward, lulled into

hadn't been a very large craft.)

I came upon some hand-hewn timber. If they were part of the same wreckage, then this was a homemade boat, a labor of love, that was lost. What of its builder . . . did he survive?

There were other people on the beach that day, but no one seemed so lost in reverie, so touched by the drama of the wreckage as I. There were bigger pieces now, identifiable parts of a hull with ribs and beams; bulkheads with electrical wiring attached; and





BEACH



evidence of human habitation: thermal underwear snagged on a nail, canned goods, a comb. A grizzled old man stooped to inspect the cans before stuffing them into a huge bundle of driftwood and other beach treasures he was dragging.

The day was warming rapidly. Resting a moment on the sand, I wiggled out of my parka and knotted it around my waist, leaving my hands free to scoop up handfuls of warm sand and let it trickle between my fingers.

Nearby, a couple rearranged two large pieces of the shattered hull to the best sunbathing advantage before draping towels and reclining on the wreckage. They were lost in animated conversation, tan and oblivious.

Maybe the boat wasn't from the bay, I speculated. It could have been a coastal voyager, lost in the fog and wrecked, so near to its final destination . . . sucked shoreward by the current, suddenly aground, then battered by the surf.

I watched the waves for awhile, plunging wildly to destruction, the spindrift flying. Beyond the breakers a sailboat appeared and disappeared in the enormous swell.

I walked over to where two joggers had stopped to inspect the hull of the wreckage. It was the blue and white bow of the mystery vessel, with three letters remaining of her name, $A \dots O N$, something apparently missing between the A and O. "Probably a hippie boat from Gate 5," said one of the

men. "Look at that patch." He indicated with the toe of his Adidas, a square of wood nailed haphazardly over the planking of the hull. "Jesus, I wouldn't be caught dead sailing on a junk heap like this," he said, heaving the bow piece over until it fell with a

many more missing.

I had walked a mile or so down the beach, and still there were parts of the boat scattered as far as I could see.

An explosion, I thought. It must have been an explosion to have totally destroyed a wooden boat and scattered its remains so extensively. I was chilled by the thought, remembering my own encounters with a temperamental galley stove and an overheated inboard engine. But there were no signs of fire, no charred wreckage. The hull was broken up and gashed, but not burned.

My time on the beach was growing short. Soon I would be immersed again in the obligatory routine that I had come to the seashore to escape, with the life and death of one small wooden sailboat disappearing from my thoughts, as it would inevitably disappear, bit by bit, from the beach. But if there were any clues to be found here, I could not see them.

I telephoned the Coast Guard and inquired if they had any record of a small blue and white sailboat, lost off Ocean Beach, probably in early October. They were very polite and searched their files, but came up



thump onto the wet sand. Then off the two men ran, pointing occasionally at other fragments of debris in their path.

I traced the letters in the wet sand, A. . . . O N. Arion? Argon? Maybe even Sharon? A useless exercise. The letters were hardware store glue-on variety. There were probably

with no information on a boat of that description; no record of a distress call from a vessel with the letters A . . . O N.

I've been to that beach since then. Nothing remains of the little wrecked sailboat. But it remains in my mind.

sue rowley

THE LATITUDE 38 INTERVIEW

FIESTA! FRANK O'DOM

You folks who signed up for the Cruising Crew List are probably curious as to just what kind of owners are looking for cruising crew. Since we can't give you the personality profile of the 'typical' owner, we thought we'd just pick one out and let him tell you in detail about himself and his boat.

The individual we selected was chosen for several reasons. 1.) That he really was cruising and not just talking about it. 2.) That he genuinely was looking for cruising crew. And 3.) That his boat happened to be comfortably anchored in Cabo San Lucas at the time we wandered by.

The gentleman we interviewed is Frank O'Dom, a big macho sort in his early 50's. We spoke with him aboard Fiesta! just as he was "in the middle of my domestic chores" (washing dishes). We'd assumed that Fiesta! was a "lusty Lancer", but quickly learned that it was really a Schucker 40 motorsailer built on the shores of the Caloosahatchee River in Fort Myers, Florida. We began our interview by asking Frank how many boats he'd owned previously.

Frank: This is my seventh boat. Some of the previous ones worth mentioning include an Islander 37 motorsailer, a Columbia 28 — incidentally these are all new boats — a Yankee Clipper 41 ketch, the 'Taiwan Turkey', which I bought from a barbary coast of a yacht dealer in San Diego. That boat was really poorly constructed. I spent a year on the dock taking all the wiring out and rebuilding it, trying to make it into a suitable cruising boat.

Let me tell you about redoing that wiring. I'd start at one end with a red wire, and I'd start pulling on the other end and it would come out red for a while, then a bit of blue wire, then some yellow! And all of the connections were just twisted wire with a piece of friction tape wrapped around. Terrible! Menace! Criminal to sell a boat like that!

But in spite of all my work it still burned and sank out from under me.

38: Allright, we might as well jump right into that inferno When did the boat go down and where?

Frank: It happened in July of 1974 off the coast of Costa Rica, as we were on our way to Panama. We'd been gone a couple of years by that time. There was no wind, and we were motoring when it happened.

I kept the fuel on the foredeck on the base of the mainmast. I did this because at the time I assumed if I should have a problem — if the jugs should burst for example — the fuel would flow harmlessly down the side of the decks and out the scuppers and into the sea. What I failed to allow for was that the main chainplates leaked, and the leaks are hard to find underneath the teak overlay decks.

A little fuel must have worked its way below decks because — well, nobody is sure exactly how the fire started. But the fire set off the alarms. When I got belowdecks I could feel the heat of the fire on the cabin sole, so I knew I had a fire down there in the machinery space.

I'd been a fireman in San Diego for a couple of years, so I also knew about ventilating a fire. I got a big dry chemical extinguisher — I had five aboard, four big ones and one little one — and I stepped off to one side and pulled a hatch open. The air sucked right in and then of course the flames leaped out, shooting all the way across the cabin setting the settee afire. I shot that out with no problem, but the real problem was fighting the fire belowdecks; if you shot in one hole the flames would leap out another.

You see the fire was in the bilgewater underneath the engine. I had

an electric fuel pump without an armor guarded fireproof flex hose; naturally it burned through so the fuel pump was pumping diesel fuel into that fire.

To make a long story short, it was hopeless. I fought it for about half an hour. My wife was out in the raft screaming "Jump!" I said, "Jump hell, you bring that dinghy alongside." You see I remember how Charles Laughton had left the Bounty . . . with dignity.

38: Ho, ho, har, har.

Frank: I hung onto the shrouds with the ship's papers under my arm, and I stepped out into the dinghy and slipped right into the damned Pacific Ocean. I came up with the papers floating all around me and my dignity shot to hell.

We sat in that little rubber boat, and I figured, 'well, let's make the most of the entire scene'. I mean, the sinking had ruined most of my day. I remembered the guy, I think it was Robertson, who wrote a book about how to survive the savage sea for 38 days in a raft. We could do the same thing, I figured. We'd get washed ashore on some island populated by sex-starved Amazons, and all that. You know, I was looking for the bright spot of the predicament.

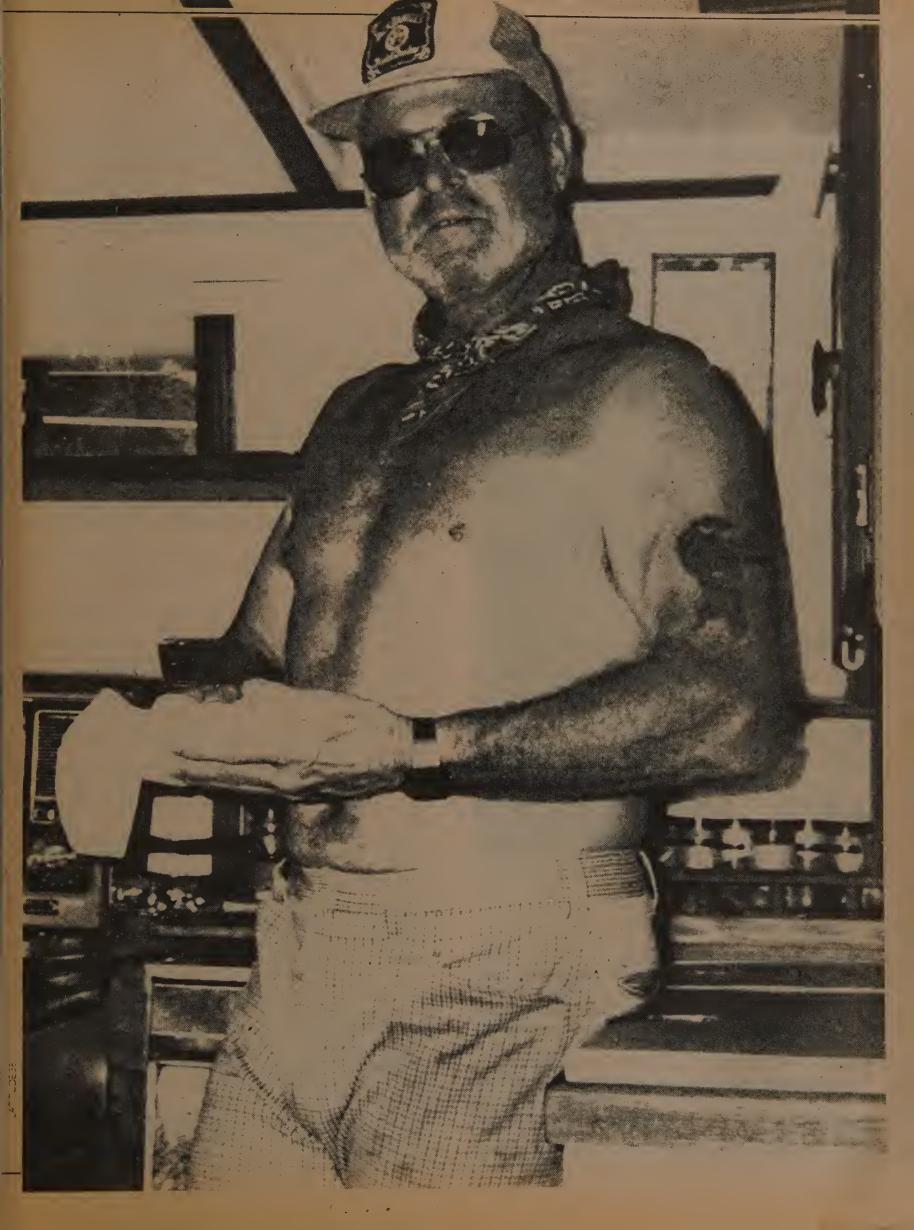
But then right away this Costa Rican shrimp boat comes roaring over the horizon, ruining the book, ruining my island, wrecking everything! He took us to Puntarenas alive, barefoot, and so we went ashore at Hacienda Nicoya — Joe Hill's place where all the cruising boats gather. The local press wrote it up, and I was fortunate enough to met the Carazo family, Don Rodrigo Carazo, you might know, is currently the President of Costa Rica.

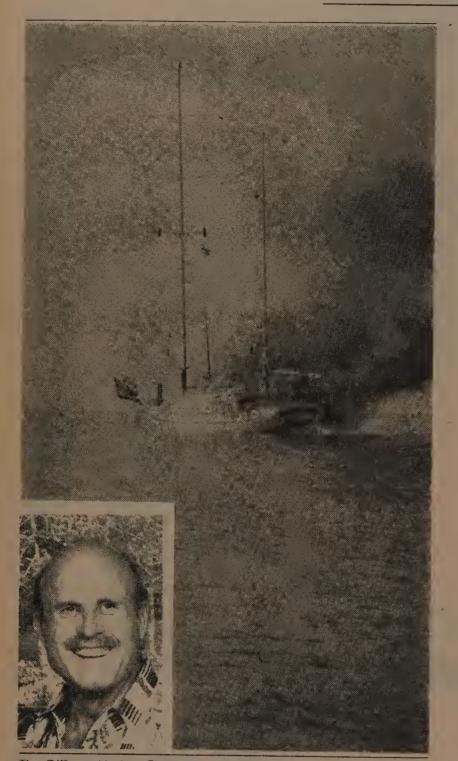
38: You met them through the newspaper article?

Frank: I met the family — in fact his son Mario is now my attorney in Costa Rica. We're still close to the family, they've been to our home many times. He was not the President at the time, although he'd been in politics for years. He was subsequently elected President and I think he finishes his term in 1982; and, as you may or may not know, you cannot run for reelection in any office down there.

Anyhow they helped me find this property, a 28-acre abandoned farm way up in the hills. It was near Grecia, about 30-miles out of San Jose in the central valley where the climate is nice.

We we bought a truck, named it El Bruto . . .





The O'Doms Yankee Clipper Sea Gypsy as she burns to the bottom off Coasta Rica. Inset: Frank.

38: 'We' is?

Frank: My wife, Ricky, and I. We bought this Toyota diesel Landcruiser pick-up truck and drove it to San Diego on the Central American Highway. We drove up the same time as Hurricane Fifi, September 1974, which killed about 10,000 people. That's a whole other story, crossing rivers when you can't even see the bridges, just horses, cars, and houses floating by.

But we did make it to San Diego, and had a custom built camper made to go with the truck. Then we drove back to Costa Rica with our goodies, lived in the camper for 13 months while we built this house, and became pensionado residents. We planted sugarcane, coffee, fruit trees. We built the farm up. We had 100 chickens, we tried to raise turkeys, we used oxen to plow — as long as I held a

stick in the air the oxen would follow me, if I hung the stick on their horns they'd stand still all day long. Do you know that two oxen horns are tied together at birth? They become a matched pair for life; if one dies the other is useless.

38: How about explaining the *pensionado* status in Costa Rica. A lot of older American yachties take their boats to Costa Rica with getting that status in mind.

Frank: Well, it's like you'd expect it to mean. Pencion. A pensionado, a 'pension-person', in Costa Rica is one that is living in Costa Rica as a resident, under the pencionado law. That's a special law, still on the books, that if a person has a good reputation—they'll check out your police record in the U.S.—the government will grant pensionado resident status. The requirements are: that you have a \$300 a month minimum income from outside Costa Rica, such as social security, or in my case a police pension; or that the person invest enough money. But the real ones they want are those who bring money from outside the country into Costa Rica.

The requirements are that you don't hold a job, they don't want you taking work away from the Costa Ricans — except farming. You also can't vote, and you can't participate in politics. There are also some duty exemptions involved, I don't know what they are at this time, but they used to be around \$7,000 or \$8,000 of personal property that you could bring into the country duty-free. Refrigerators, stoves, that kind of stuff.

38: It's our understanding that Costa Ricans are quite friendly to Americans.

Frank: Extremely friendly.

38: Do Costa Ricans hold any resentment against pensionados?

Frank: No, the only thing they would resent is if you drove a big expensive car with those pensionado license plates on it, because then they know you didn't have to pay any importation duty on the big Mercedes Benz — and the import duty on a luxury automobile is 100%! So a \$20,000 Mercedes will cost them \$20,000 more than it cost you.

38: Frank, you've been gone too long, there's no such thing as a \$20,000 Mercedes.

Frank: Okay. Anyway, in all we spent three years there; it's a lovely country with lovely people. We had a gardener, a maid — we lived like royalty on \$300 a month. Filet mignon was about a \$1.08 a pound.

38: The dollar buys even more now in Costa Rica, doesn't it?

Frank: Yes. When I was there the dollar was 8.54 colonies; now a dollar will bring 40 colonies. But don't forget that with that devaluation you get rampant inflation, too. So the cost of living there may still be \$300 a month. Now understand I lived royally, but I had my home paid for -1 built it with the insurance money from the boat.

38: So what happened after three years?

Frank: Well, then I sold it to a 'rico gringo' — a 'rich American'. By the way, let me explain in Costa Rica gringo is an affectionate term, not like Mexico, where they curl their lip when they say gringo. They call themselves Ticos, or the females, Ticas. The Costa Ricans call themselves that.

38: The way Americans call themselves Yanks?

Frank: Yeah. And they'll call you gringo, but don't take offense because it's affectionate. They picked up the term without the animosity.

38: Wait! Let's get in another topic here. Before your Yankee Clipper, had you done much sailing out of the U.S.?

Frank: Never anything out of the country. Well, Ensenada. But

we'd done many years of sailing to Catalina and the Channel Islands, all that.

38: Okay, back on track . . . you sold your Costa Rican place to a rico gringo.

Frank: That's right. He said that he'd let us take the pictures out of the frames, but we couldn't take anything else. So he kept the dogs, the cat, the parrot, the oxen, the whole thing, just the way it was down to the silverware.

38: You made good money on it?

Frank: No comment.38: Did they tax you on it?Frank: Of course not.

38: Okay, you sold that and went back to San Diego?

Frank: Right, I took the nest egg and went back to San Diego with the intention of getting another boat, because I had nothing to work with.

38: Previously you'd been a fireman?

Frank: I was a fireman in San Diego for two years, then I was a policeman for ten years. I retired in 1961 on disability with one lung. Then I went into the business world until I thought I could retire at age 40.

38: What did you do in the business world?

Frank: I pedalled outhouses. I was a purveyor of portable potties for particular people.

38: Ho, ho, ho.

Frank: Don't laugh because it was a hell of a lucrative business, these are chemical toilets used out on construction sites. I worked for one comapny as a manager for a few years, and then I started my own company and did very well for it. I retired 2½ years after I started my own business. And I've never had to work since.

38: So you're back in San Diego to get another boat.

Frank: Well, first to build the nest egg up to get another boat, in fact, this one we're sitting on right now. I invested my nest egg in the solar energy business, manufacturing solar collectors. Unfortunately I was building Cadillacs in a Pinto market. So I sold that, but I did make enough on that and real estate to buy this boat and retire all over again. So even though you lose your boat, there is still a way to come back. You can do it again.

38: How much have you sunk in this boat?

Frank: What I have in it, or what it would cost to do it?

38: Whatever figure you want to give us.

Frank: I've got \$150,000 in it. You'd have to cough up \$200,000 to duplicate it now.

38: What attracted you to this boat?

Frank: For one thing, I'm 53 years of age now and I don't want to sit out in the wind anymore and take the wind and the spray and all that in the teeth — I'm getting too old for that. I wanted a boat that would power back from Baja easily, that would have the necessary range.

38: How much range do you have under power?

Frank: I sail down, but I do have 2,000-mile range to power back up. It has an 85-h.p. Perkins which will punch the boat along at about 7 knots. Single crew. And I can sit inside under glass, and push a couple of buttons, and say 'let's go home', and we do. That's what I wanted. It's extremely well-equipped, in fact it's probably over equipped.

38: We'd love to have a rundown of the extra gear you've got; you seem to have several tons of it.

Frank: Some of the amenities in the way of navigation and



Fiesta! is a nicely done 'Florida-style' motorsailer. Frank keeps her spanking clean.

operation of the ship I'll cover first. There's SatNav . . .

38: What brand and do you like it?

Frank: Walker which is the same as the Decca. I like it very much. I have a 24-mile Raytheon radar, and I don't like it.

38: Why don't you like it?

Frank: I've got a boggie in the damn screen. CME and Raytheon rell me all about how its inherent in the ship — really they just can't get it out. They said 'well, maybe it's the radar reflector'. So I took that off, but it was still there. They said maybe it was the mast steps. I took the mast steps off, but it was still there. I said "Do you have anymore ideas?' They said 'no, but the bill is \$160 for the work we've done so far'. Which was nothing! And I still had the boggie at 170° relative.

38: You use the radar for what, picking up freighters in the fog?

Frank: For coastal navigation. If I had to make a choice between the radar and the SatNav I'd cry a lot, but I'd give up the SatNav because of the coastal navigation feature of the radar.

38: Is that right?

Frank: Absolutely right. I never had taken the sextant out of the box when I went to Central America because I had radar. That was a Decca 101, a good unit, but it had that rotating thing up there that would tangle with all your halyards if you weren't careful.

38: But the SatNav is great, too?

Frank: Oh yeah, it's Number Two — but only by a hair.

38: Do you use the CB much?

Frank: No. I've also got all the wind instruments, a Benmar autopilot, a solar charger for charging the SatNav battery.

38: Do you have a separate battery for it?

Frank: Yes.

I also put in a 'fuzz buster' from Radio Shack, their \$200 model. It works excellently picking up the radars of oncoming ships. There's a little beep if nothing is happening, and a bigger beep if there's a radar in range. And it's not heavily directional either, it will pick up ships coming broadside, too.

What I do is put the radar on standby to cut down the juice when I'm sailing, and turn on the fuzz buster. If anybody is coming at me fast he'll be a big guy doing 20 some knots and he's going to have a

radar sweep. Then I turn on the radar.

My auxiliary generator is a Yanmar unit, single cylinder, 5.5 KW, which I chose because I can hand start it — which by the way I'm doing regularly now because it won't start any other way, ho, ho, ho. I

"You have to do some preventive maintenance, but don't work yourself to death over it."

also have a 4 KW cruise generator.

38: What the dickens do you want another one for?

Frank: So I can make water underway with my Offshore Marine Ltd. reverse osmosis system. The refrigeration system is Grunert, and it works excellently, a straight AC unit. I've had 12 volt in the past, and it takes forever and you're always charging batteries. I've got a ham radio station, but I'm not licenced, so I can only monitor, except in an emergency.

38: How much fuel do you use up with all this gear? **Frank:** Well, that little generator running down there uses almost a quart an hour when it's running; I only run it about an hour and a half a day. That takes care of my refrigeration, and my house batteries — hell, the only thing I burn is lights at night. The solar charger takes care of the clocks and stuff like that.

Continuing with the machinery, there is a Scuba compressor down there, and my own tanks — I can charge them in about 25 minutes with the Mako Purist unit. My hot water comes from heat exchange out of the generator, which I was working on today as you know.

That's pretty much the machinery end of it. Now . . .

38: Got a windlass?

Frank: I've got a Plath, it's a big AC Plath. If I can't pull the anchor up it would pull the ship down.

38: Why AC? What's the advantage?

Frank: Oh it's power!!! Power!!! I had a Simpson Lawrence in Acapulco once when a dentist friend flew down some extra heavy cable — some 00 that I thought might solve the problem. I ran these 'sewer pipes' up to the windlass and it still sat there and went 'wrrrr, werrrr,' and I thought 'man, this will take all day'. So this time I decided I'd either go hydraulic or AC, either way I was going to jerk that hook right off the bottom. It turns out the AC sure can do it.

38: You've got roller furling on your headsail, staysail, and main. Whose system is it, and how do you like it?

Frank: It's Hood's, and I like it.

38: Do you experience problems bringing the sails in when the wind pipes up?

Frank: Oh yeah! You can't wait too long or you've got a big problem. You can get it in finally, but when you do, the darn thing is rolled up about the size of a Marlboro cigarette, but it's just a bear!

38: So roller furling is fine as long as you get it in fast enough?

Frank: Right. But my main sail furls outside the mast, not inside. I heard too many horror stories about the internal system from people who have them, how it chafes the sails to pieces, wears them out in a hurry.

38: Frank, you've got all kinds of junk — well, equipment — on

this boat. Is there anything you don't really like?

Frank: I'll tell you what, if they ever get the boggie out of the Raytheon, I'll like it.

But I can't really think of anything, any serious complaints. But it's like any boat, it's going to have some problems and you're going to spend time working on them.

38: Sure. Who installed all this electronic gear?

Frank: I installed everything on the boat except for the main engine.

38: The only way to go?

Frank: I'm an idiot, I don't know anything about it, and I couldn't tell you how that radar works, but I installed it. I figure if you get a professional drunk, he'll come in, slap the thing in, and say 'where is the money?'

38: What a terrible thing to say. So you did the water maker installation and everything. How long did it take?

Frank: Eleven months.

38: When did you buy the boat?

Frank: A year ago.

38: So you put it together and have just come down.

Frank: This is the maiden voyage. You might want to hear about some of the amenities on the boat, or at least the prospective women crewmembers might.

38: Sure. Shoot!

Frank: Here's the convertible settee workshop that I customized

38: Wait, let us take a peak down here forward one more time. Geez . . . a big shower here in the bow, there must be a big anchor locker in front of it.

Frank: Yes, it's accessible from on deck. It's a good arrangement. because if there's two of you, you need one person on the helm, one on the windlass, and one down below flaking chain in the chain locker — and where do you get that third person? That's why it's good to have access from on deck, because you work the windlass and flake at the same time. It's great, I've got 600-ft. of nylon and 400-ft. of 3/8" BBB in the locker up there.

38: A Lectra-San head, how does that thing work?

Frank: Great, but while down here I've bypassed it, so it sits right now. I unhooked it all and cleaned it while sitting on the swimstep in Bahia Santa Maria. I'll hook it back up in the States.

38: With all this sophisticated equipment, how much time do you spend on maintenance — after all, you've got all this gear to keep functioning but your boat is absolutely sparkling. It looks like you've got a professional crew keeping it up.

Frank: There is a thing called preventive maintenance. But there's also Bill Veals Law, if you've heard of him.

38: No, who is Bill Veal?

Frank: He's a retired Three-Star General from the Air Force that I met down here in the early 70's. He and his wife Margo were on their power trawler down from Santa Barbara, and they were in the Gulf for about three months before they headed north — crying. Well, she was — crying with disappointment. What it amounted to was that Bill was one of these super maintenance nuts — you know, if it's got 100 hours on it we've got to do something, that kind of thing. He was constantly working on things, and it had taken all the fun out of it. It got to the point where he said 'the hell with this, I'm taking the boat back to the States and I'll never own another one'.

So in the cruising circle down here, we have what we call Bill Veal's Law, a law which states: "If it works, leave it alone." Well, that

can be carried too far, of course, you do have to do some preventive maintenance, but don't work yourself to death over it.

But let me continue on through all the personal amenities

38: Please, fire away.

Frank: Here is the color television, and here's the video cassette recorder so I can watch all the movies — and I've got everything from porno to current Academy Award winners. All the controls are built in here next to the settee with the speaker headphones. The TV antenna is at the top of the mast, and it rotates for better reception.

38: What do you pick up here in Cabo?

Frank: There's nothing down here, I just watch a tape from time to time. Or like with the Super Bowl game coming up, I'll have a friend coming to visit me bring down a tape of it.

Okay, here's a 9.5 cubic foot refrigerator/freezer with holding plates.

38: The Grunert system?

Frank: Right. It even has horizontal ice cube trays.

This over here is the home-size automatic dishwasher.

38: How clever. And this of course would also run off your 110 power?

Frank: That's right. Here's the radar range, and up in the salon I've got a clothes dryer.

38: A clothes dryer! Oh geez . . .!!!

Frank: Yes, it's right underneath that lamp over there. It's electric and vented outside. Here is a stereophonic tape system with amplifier, and built in there is an electronic organ.

38: You're kidding. It's a Lowry electric organ, my, my! How much juice does this take?

Frank: I can run it on AC or I've got an invertor unit that runs it using about 4 amps of 12 volt. It has three octaves and complete rhythm sections from samba to rumba.

38: Ho, ho, ho, how much did the organ cost, we're certain there are quite a few people who would love to have one on their boat.

Frank: I think it sells for about \$1,700 retail, and it's got excellent tone. I built it in in such a way that I can sit in a recliner chair and play.

.38: Frank, I noticed you have a number of these small blue fans. Are they the Guest fans, pretty expensive, aren't they?

Frank: Ho, those I picked up in Florida, \$16 a piece. I bought them when I saw that price.

Let's see . . . we were on amenities. Here's a home filing system with hanging folders, so my office is here. I don't own a house.

38: Your boat only has an inside steering station, did this high-backed seat come standard?

Frank: That came from a VW van. A friend of mine bought a brand new van and didn't want the extra seat, so I put it in here. It works just fine.

Here's my ElectroGuard electrolysis system, all the instruments, Hertz meters, pyrometers.

38: After your last boat burned, we presume you have a Halon system.

Frank: Ho, yes! It's compliments of Fire Quench who gave it to me in return for using a photo of my last boat burning.

38: What's that over there? A hand-spotlight?

Frank: Yeah, it's called A Mean Mother. They are excellent spotlights.

38: What do you have back aft outside the cabin?

Frank: Scuba tanks. [Opening up the after lazerette.] Here is the fish cleaning tray that sets up on the stern, I've got running water set



Frank at the helm in the high-back VW seat. Ladies, note the attractive venetian blinds.

up for that to clean fish, here's the emergency rudder, some butane bottles, swim steps, a BBQ on the back here, docking lights on the stern and bow so I can pick up lines at night, and the equipment to fill the SCUBA tanks.

Come up top and I'll show you some more.

38: Say Frank, what other boats did you look at before you came across this?

Frank: All of them. Here on top of the deck is a cabinet where I keep all my flamables like acetone and so forth. Here's the anchor locker

I carry my Metzler on top of the house (an enormous flat open space) inflated with a cover. There's a 'grab-it-and-run' bag of survival equipment that . . .

38: Shoes, too?

Frank: Yeah, we keep the bag in the Metzler while underway. so if we ever have to abandon, we just cut the line to the Metzler, and we're off and ready to go.

38: And you'll finally get to write your book

What goes there, the mainsheet goes down through the cabin top here and . . .

Frank: Everything is controlled just outside the side door of the



Frank's boat is down there in Cabo San Lucas.

salon. I just have to step out there, and I can do everything, grind the mainsheet, trim the headsails, furl the sails, everything. The only time I have to go outside is when I'm on a port tack and I have to work the other sheet. But I never have to go forward.

38: Frank, the other night I noticed you have some strange lights under your radar, what is that all about?

Frank: Ho, ho, allright, I'll explain. The red light is hooked up to my alarm system in the event there is a break-in on the boat. Bells go off and everything, but if I'm sitting on another boat I wouldn't hear it. So there's also a red light that goes on up on my mast. So if I want to know the status of my boat, I just check to see if the red light is on.

Now the yellow light is for when I go into town and whoop it up. Usually you come back out looking for your boat and see nothing but anchor lights, and you can't tell which is yours. It happened to me once in La Paz — you know, with the famous tide shuffle and all. One night I paddled around for half an hour in a pitch black night trying to find my boat. I thought, 'if only I had a little colored light to identify' — and so that's what that is.

38: What's that way on top of your mast?

Frank: That's my RCA rotating TV antenna. It's helpful when you're at Catalina or something, you can tune right in on the station — plus it has an amplifier.

38: Frank, here's a real tough, tough question. What do you need that you don't have.

Frank: A weatherfax. I'm going to get that next time.

Hey, here's a scrapbook from Costa Rica, showing the Toyota, the house. Here's an avocado tree we lived under for 13 months while we built the house — Ricky said she'd go with me anyplace as long as there was a hot shower.

38: Ho, ho.

Frank: That lasted until now. There's a hot shower on this boat, but she isn't here.

Here's some more pictures, an incinerator, some prestressed

forms I had brought in from San Jose, here's the first brick arch they'd ever done down there — it worked real well.

38: What's this, a gold plate for your house?

Frank: I had this cast in San Jose — this is Carlo and his son, real good friends. They had never built a house before, he was a carpenter, but had never honchoed a house before mine. So I had this plaque made said it was constructed by him and his son in 1975. He cried when I put that up, ho, ho, imagine a 51-year old man crying . . .

38: Allright, Frank, let's get down to the nitty gritty. You are looking for female crew, perhaps you ought to explain the status of Ricky—who is your wife? ex-wife? what exactly is the deal?

Frank: What it amounts to is that she's cruised with me all these years — but has some kind of phobia about water. We're still happily married and all that but we're separated because I will not give up cruising in the boat and she will not put up with the ocean anymore. So that's the end of the line on that. She's got an apartment back in San Diego and has picked up on one of our businesses again and will run it. She'll live the life of the instant TV dinners, I guess, while I'll stay cruising.

38: Here's your 'crew wanted' card from the tacqueria, it says you want "a mature 35-40 year old female for crew and companion". Okay, so how long will you be down here in Mexico?

Frank: I'll spend the rest of the winter down here, come back up with the herd later in the year and fix things that need to be fixed up. Then maybe I'll go up to the Sacramento Delta, I've never been up there.

38: Great.

Frank: I've heard it's really worth the trip. I'll spend the summer up there. Then when I take off again, it will probably be toward Florida, the Bahamas, the Caribbean. I wasn't prepared to go that far this time, this is more-or-less the shakedown.

38: Are you looking for a woman with lots of sailing experience? **Frank:** Naw, I could teach them everything they needed to know in 15 minutes.

38: Anything else you'd like to say?

Frank: Not really, other than to say it's really nice in Cabo.

38: You're damn right it is, and we're grieving at the thought of going home.

Frank: Unbelievable weather, isn't it? My thermometer says 79°, almost 80. And the water is great.

- latitude 38

[Editor's Note: January Riddle, who was anchored near Frank in Cabo, stopped by our offices about a month ago and reported that Frank still hadn't met his 'mature sailing companion' yet. But he did sign on Lisa, a travelling German woman in her early twenties, for the trip over to Puerto Vallarta.

The way January tells it, young Lisa told Frank, "If I don't like it I'll get right off." To which Frank replied, "And if I don't like you after a few days, I'll throw you off."

We're not being facetious when we say that both Lisa and Frank have the correct attitude for cruising companions. They plan for the worst, knowing that if everything works out there is no problem to worry about.

At any rate Lisa was just travelling through and is probably long gone now. If you're interested in being Frank's mature female sailing companion, he says you should write him c/o: Fiesta!, 10759 Aveune Catherina, Spring Valley, CA 90277.]

Cruising World Yachts presents . . . Pacific Seacraft Quality sailboats for the serious cruising sailor Corporation

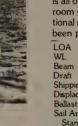
Pacific Seacraft Corporation is dedicated to building only the finest quality sailboats for serious cruising sailors. While each of these yachts is distinctly different, they have several things in common which make them worthy of the Pacific Seacraft name. You will find the highest industry standards have been emphasized in the areas of construction, performance, comfort and design for all Pacific Seacraft boats.

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ORION 27

LOA 27'4"
(30'11"inc. bowsprit)
WL 22'2¼"
Beam 9'3"
Draft 4'0"
Displacement 10,000 lbs.
Ballast 3,200 lbs.
Sail Area (approx.)
Sloop 428 sq. ft.
Yawl 452
Cutter 508
Headroom 6'1"

Orion 27 is the newest star at Pacific Seacraft. And she's got everything it takes to be a Superstar—exceptional design which ensures swift and reliable cruising performance, ideal proportions for ease of handling and maintenance, a spacious cockpit, an elegant wineglass transom. Ageless beauty, and a completely original modular interior for enjoying the good life aboard. Interior features include a full size separate chart table, deep double s.s. sink, and optional hot and cold pressurized water system. A 2 cylinder, 15 h.p. diesel engine is standard. Orion is built to the same exacting standards of excellence as all Pacific Seacraft yachts, making her a super companion for safe world cruising.

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LOA	36'11"
WL	27′9″
Beam	10′10″
Draft	5'4"
Displacement (approx.)	16,000 lbs.
Ballast (Lead)	6,000 lbs.
Sail Area	573 sq.ft.
Yawl	619
Cutter	708
Headroom	6'4"

• Hans Christian • Crealock 37 • Flicka • Orion • Dover Dory •

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We have read with great interest the sailing struggles you've had with your baby; having been through the exercise ourselves we're happy to share our observations with you. Incidentally, as you may recall, you published a letter of ours requesting crew.



since our baby rendered us shorthanded. A lot of good people responded and we had many nice sails, but ultimately we missed the solitude of sailing just as a family. Eventually we decided to go it alone.

We recognized three distinct phases of sailing with a baby. It starts with Phase I, the 'lump' phase, which begins when they are born and continues until they begin to try crawling. During this phase they don't move much, and are easily confined to the forepeak, snuggly carrier, or even a cardboard box — in view of Mom and Dad, of course. In this phase sailing with the baby requires a little extra advance planning, but isn't that much trouble. They do get up more at night when they know they're not in their own bed, and may require instant attention at critical moments such as during anchoring or changing headsails. But in general, they are fairly good sailing companions. Our son passed through the lump stage very successfully, and was a pleasure to sail with.

Phase II or the 'active-incoherent' phase is extremely trying for everybody. As soon as they crawl, they resent being contained. Also, being sociable and (in our case) Mom-

oriented (i.e. don't let her out of sight), they want to spend the time exploring everything. This creates plenty of excitement and potentially dangerous situations.

I call the phase "incoherent" because while they understand language they have minimal control of it themselves. Furthermore they have very poor memories. It is during this stage that they drop expensive winch handles overboard, turn on the alcohol stove without lighting it, pull the garbage pail onto the cabin sole, and so on. They also have a marked desire to swim without the necessary ability.

Since our son Mark would not allow being eliminated from action in the cockpit, we would bundle him up warmly, put on a Jim Buoy child's safety harness and life vest, and attach his lanyard to the backstay. Rigged in such a manner, if he threw himself overboard, he could be reeled in like a big fish. We also put safety netting all around the lifelines.

Mark did go overboard anyway — at the dock — and the system worked perfectly. Interestingly, his diapers were the only dry part of him following his rescue. Speaking of pee and poop, normally he would wait until he was completely outfitted to fill his pants; so he would have to be completely redressed several times before we could





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disembark.

During this difficult stage — where the lack of coordination combines with the restraint of the harness and life vest — the wise child learns a technique that can only be described as a sort of 'sedan-chair sailing Sultan'. This requires that a Mom or Dad hold you in their lap so that you can clearly see everything for the ten minutes before you fall asleep or for



the wakeful moments caused by furtive attempts by your parents to get you to take a nap. This renders one parent incapable of providing much assistance to the other parent, who is frantically trying to tack or what have you in our typical bay conditions.

Despite our best precautions, Mark took some horrible falls, got pinned to the lazarette with the tiller a few times, and frequently got stepped on. He got sunburned, Mom's nerves were shot, but somehow we all survived.

Between 2 and 21/2 years coordination, language ability, adaptability and selfpreservation combine to usher baby into the 'active-coherent' stage of Phase III. More parental control by voice is possible, but fiasco's still occur. I'm particularly reminded of one well-planned docking maneuver that was transformed to chaos when, on final approach, our little helper first gave the engine - a source of unending fascination - full throttle, and then killed the ignition. Only the quick response on the part of our neighbor kept our hull and dock intact. Sometimes our engine would foul at bad moments; the cause usually turned out to be Mark's sandals, socks, apple core or toy trains in the flywheel. One never knows what surprises are in store with a two-year old.

On the positive side, Phase III children are easily amused. Pumping the head is a neverending source of pleasure. Grinding a spare winch is lots of fun, too. So is blowing the fog horn or rescue whistle. Now that our boy is closing on age three, he puts on his harness and vest himself, clips on to the backstay he says "Well Dad, why the hell don't we go sailing?"

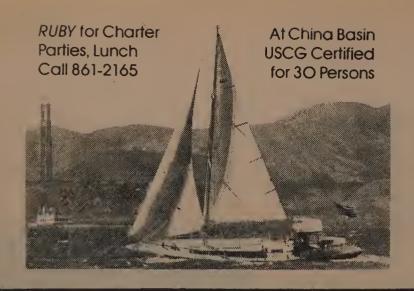
Getting soaked by the odd wave is a big laugh, and when the conditions get too tense he retires to the forepeak to read his books or play. The rougher the weather the more funtumbling in the forepeak seems to be. He's lots of fun now and although still scares us from time to time, we have a participating family member that would "rather be sailing." I kind of suspect if we left him home with Grandma, even if we could, that he wouldn't be quite so thrilled about the sport.

We suggest you try bringing a babysitter with the baby — and remember — you only have two more years before life is bearable again. Good luck.

ellen & jim hodos

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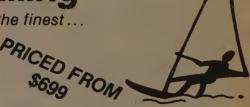


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ERICSON 23

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'76 Venture. 5' swing keel, trailer, 7.5 Honda 4-cycle o.b., sleeps 4, excellent cushions, head, stove, sink, 4 sails, jiffy reefing & roller boom, bow pulpit, lines, anchors, full safety equipment, etc. Complete \$5495.

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i.b. eng., exc. cond., recent haul/paint, stove, head, pres. wtr., d.s., compass, k.m., stereo, AM/FM tape deck, refrig., 110_u/12 v./ San Rafael berth. \$16,000. Low interest loan poss. Call after 5 pm. 499-8770

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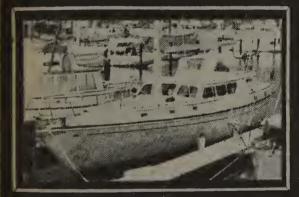
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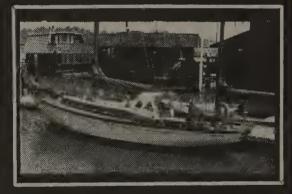
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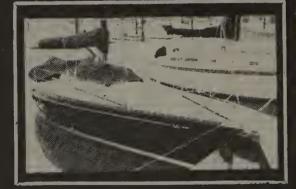
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